

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A Weekly Newspaper for Seafaring Folk and their Friends.

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## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—“This meeting pledges itself to support SEAFARING.”*

*Ship Masters' and Certificated Officers' Union.* “Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men.”

*Morning Advertiser.*—“Ably and smartly written.”

*Daily Chronicle.*—“An ably conducted and interesting paper.”

*Reynolds's Weekly Newspaper.*—“A bright little paper.”

*Literary World.*—“Will be appreciated by all who go down to the sea in ships.”

*Coast Seamen's Union* (San Francisco).—“Delightful and interesting, and a worthy champion of the sailors' cause.”

*Star.*—“What sailors are interested in, and need to know, is culled from all quarters.”

*Liverpool Daily Post.*—“Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people.”

*Liverpool Mercury.*—“The variety of matter with which it is replete, and the information which it contains, justify its claim to be ‘the organ of the seafaring class.’”

*Liverpool Echo.*—“Nominal price and multiform attractions.”

*The People.*—“It will be useful to those in whose behalf it has been started.”

*The Democrat.*—“Did useful work.”

*Seaboard* (New York).—“Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity.”

*Weekly Budget.*—“A career of much prosperity and usefulness.”

*Tonbridge Free Press.*—“Interesting to everybody.”

*Mercantile Marine Service Association Reporter.*—“A genuine ring about the articles, which are written in true sailor style.”

*Scottish Leader.*—“Its sails are already filled with a favouring breeze.”

*Southampton Observer.*—“Advocates the interests of seagoing folk with zeal and ability.”

*Western Daily Press.*—“It is well conducted, and is full of original matter.”

*Eastern Daily Press.*—“Something in its columns to suit even gentlemen of England.”

*Engineers' Gazette.*—Rapidly improving, both in quality and circulation.

*Hampshire Independent.*—“Well conducted.”

*Cork Examiner.*—“Promises to be one of the most valuable of the class papers.”

*South Wales Echo.*—“Well edited and interesting.”

## YARNS.

CX.

### THE MERCY OF “RESPECTABLE” FOLKS.

My earliest recollections are, I think, associated with Christmas festivities, and also with a silk bandanna, on which, in large white letters, was embroidered the word, “Welcome.” As I grew older, and the same word was always exhibited in our home, in the same spot, at the same time of year, my interest in it increased, and my curiosity concerning it was excited. Often I asked my parents the meaning of it. At last one day, after worrying my mother concerning it, she replied sweetly:—

“My child, I will tell you, and, when I have told you, remember that I love you with a mother's love. Many years ago, when I first made your father's acquaintance, I was living in a remote country village with my mother. Your father, then quite a young man, was making a walking tour, and stayed for some little time in my birthplace, exploring the neighbourhood, and making sketches of any objects of interest that came in his way. We met by an accident, and fell in love with each other. Before he left he saw my mother, told her who he was, the nature of his calling, and informed her of his prospects. He was occupied in a confidential capacity in a large business house, and frequently had to make long voyages in the interests of his employers, whose name he mentioned—but the name and address passed from my mind, as it was understood that, on account of his frequent absence and the uncertainty of his being long together in one place, I was never to write except in answer to his letters, and these came at irregular intervals and from all parts of the world. It was agreed between us that as soon as his position justified him in taking a wife, we were to be married, and, although the parting caused us much pain, still we felt that the separation was but for a short time, and that before long we should reap the reward of our love and constancy. Time went on, the seasons came and passed, but still urgent business affairs and long journeys delayed the completion of our hopes. We corresponded regularly for some time, but there came at last a time when the letters of my lover no longer arrived. For weeks and months no news of him came to ease my anxious heart. I felt that I could bear the suspense no longer, and I began to grow weak, and ill, and broken-hearted. In this trying time my mother died, leaving me her blessing—all that she had to leave. I had no other ties of kin, my father having died years before. Then, in a moment of folly and desperation, I resolved on going to London to find my

lover, of whose faith and honesty I entertained no shadow of doubt. How little could I imagine what London was—I had never been beyond the surrounding villages of my native home and a neighbouring town or two. In London I found some friends to whom I had been recommended, but they were poor and careless, and quite indifferent to my fate, beyond recommending me to go back ‘home,’ as they called it, as quickly as I could. My means were very, very scanty, but I was always considered a good needle-woman, and with the assistance of these friends I soon gained such employment as served to keep body and soul together. I might, perhaps, have earned more, but all my spare time was devoted to searching for my lover. My friends never knew my secret; they thought that my only object in coming to London was to get employment. With what care and solicitude did I search the great city from end to end, seeking everywhere for the one I loved—passing with indifference thousands of honest faces in the fruitless search for the one my soul desired. When I had almost begun to despair, a great change came into my life. It was a few days before Christmas, and the snow lay deep upon the ground, when, late one night, as I was making my way to my cheerless home, my ears were startled by the cry of a child. I looked around, and found that it proceeded from something on the steps of a doorway. In an instant I had forgotten my own troubles—I thought only of that cry of distress, and, with an instinct which I did not then understand, I hastened to the spot from whence the cry proceeded. In the recess of the doorway I found a little bundle, which in reality was a tender little child, only a few months old, tied up in a handkerchief, and carefully covered over with a man's coat. I hushed the poor little creature to my bosom, and comforted it as well as I was able, and with my burden hastened to my home. In my eagerness to get home I noticed nothing, but, as I was about to enter the house where I lived, a man, pale and delicate looking, suddenly appeared by my side, and, in a voice full of emotion, said, ‘May God bless and reward you.’ Before I had time to think, or to reply, he had disappeared into the darkness, but I noticed that he was in his shirt-sleeves. Shall I tell you any more, my child?”

“Tell me all, dear mother, my fears are awakened—but, tell me all.”

“Fear nothing, my child. Well, time went on, and the dear little boy who had been sent to me in my loneliness and trouble became a source of happiness and delight. I found an interest in life I had never dreamed of. I knew I had done what was right, but I did not know what

a source of comfort it would be to tend that helpless child, and how it would bring joy and gladness to my heart to watch over and protect him. Need I tell you of the hard things, that wound and sear the heart, that were said of me, sometimes in my hearing, or of the loving words and deeds that seemed to follow me and bless my life? I will pass these by, and continue the story. Often I thought of the strange accident that brought me into contact with my boy—for so I always spoke of him. At length the mystery was unravelled. One winter evening, when I was sitting at my work as usual, a knock came at my room door. On opening it a girl told me that someone, who was dying, wanted to see me. I could not resist such a request, and so I hurried away to the house indicated, first taking care to give my boy into the keeping of a friendly neighbour. When I reached the house, I was taken to the bedside of a young man who appeared to be in the last stages of consumption. Convulsively grasping my hand, he said, in eager and feverish tones, 'My boy—how is my boy? Why did you not bring him with you?'

"Your boy?" I replied, bewildered, feeling all my trouble and loneliness in an instant, and feeling that my darling would be taken from me.

"My boy! Forgive me; I am his father. 'Twas I who deserted him. I was sick and broken-hearted, and now I am dying. Forgive me."

"Forgive you!" I said, as soon as I could find words. "Forgive you! I have thanked my Heavenly Father every day for the blessing He has sent into my life. You will not take him from me!"

"I cannot if I would, and would not if I could," said he, hiding his face in his pillow. "I know that I cannot live long, and I have sent for you not only to ask your forgiveness, but to justify, if anything can justify, my desertion of my innocent babe."

"It was some time before he could proceed, and in painful and disjointed sentences he told me something of his sad history. Shall I proceed?"

"It is the story of a mother's love," I replied.

"It is, my child. From his lips I gathered the following story. Some years before the time I am speaking of, he had made the acquaintance of a young lady whose social position was superior to his own. They loved each other, but her parents did not consider the choice she had made equal to their expectations or expectations, and by every possible means opposed their inclinations. However, the young people remained constant, and ultimately, without the consent of her parents, the young lady left her home, and contracted a clandestine marriage with the man of her choice. For a time all went well. Unfortunately, however, his health began to fail, and their means became so straitened that she was compelled to return to her parents' roof. In giving birth to her child, she parted with her life. Her parents were 'respectable,' they lived and toiled for 'respectability,' they worshipped 'respectability' as a god, and their hearts were hardened to all natural or human emotions. With her last breath she craved a word, a look, from her husband, the father of her child. But no! her parents were 'respectable' people; she had disobeyed them. She was welcome to the shelter of their roof-tree, but he should not desecrate their

'respectable' home. And so she died. And he? Well, he hovered about the house, begging to see the face of his beloved, but was repulsed. Night after night he lay upon her grave, praying for the good angel, Death, and at last his prayers were heard. But when he knew that Death had laid his unreleasing grasp upon him, he seemed for a time to gather strength; and, summoning all his dignity as a man, he went to the parents of his wife and demanded his child. He would take it from their cruel keeping; and at length they yielded. He should have his child, they said; and they delivered it to him naked, as it was born—not a vestige of clothing should he have. And so, with blinding tears, and curses for the inhuman wretches, and blessings for his boy, and rage in his heart, he first wrapped the child in his silk bandanna handkerchief, covered it with his coat, and then, after wandering about for some time, half madened, exhausted with fatigue and anxiety, he determined to abandon the child. This he only partially did; for he assured me that he was about to take it up again, after depositing it in the doorway, when he saw me rush forward to its succour, and then, feeling that it was safe and in good hands, he allowed me to take it home. He was the man who accosted me in the doorway; and although, until this time, I had never again seen him, he had kept me in sight, fearing to reveal himself lest the child should lose my protection. And so, after blessing me, he passed to that land 'where the wicked cease from troubling and the weary are at rest.' I need not prolong the story. Shortly after this sad event, which affected me very much at the time, my lover found me, as he said, after combatting many difficulties; and when I told him about my little boy, he said he was quite prepared to love anything that I loved, and to that little boy he has been a good and kind father ever since. The reason for his long silence, which led to so much difficulty at the time, he always made light of, as he always does now when anything concerns himself. His nature is large and magnanimous, most rare in this world. But I believe the fact is, he was laid up with fever in a foreign port for many months, and that his life was despaired of. Anyhow, you know how good he is to his children, and to all with whom he comes into contact. And now, my child, my tale is finished—the story of the silk bandanna is told. You have divined long ago that the hero of that episode is yourself, and that of all my children you are my first, that I do not love you least; and that while I live I shall always display at Christmas time the old bandanna, on which many years ago I embroidered the most loving word I could think of—the word 'WELCOME'."

BOARD OF TRADE RETURNS.—The Board of Trade returns issued on Saturday show that the value of imports for November was £41,303,409, being an increase of £6,079,474 as compared with the same month last year, and that the value of exports for the month was £22,186,255, being an increase of £2,386,375 as compared with November last year. The imports for the eleven months ended the 30th of November amounted to £389,245,896, being an increase of £40,420,495, as compared with the same period last year. The exports for the same period amounted to £227,188,606, being an increase of £12,223,878, as compared with the same period last year.

M. DICKSON, of Gothenburg, has expressed his readiness to defray the expenses of an expedition to the North Pole, under the leadership of Dr. Nansen, who recently crossed Greenland.

## CORRESPONDENCE.

### THE DICTATOR OF HULL.

To the Editor.

DEAR SIR,—I see the Editor of the *Shipping Gazette* is again on the war-path, for he would now make it appear that our general secretary and the rest of the paid agitators (as he styles them) are trying to get on the soft side of the shipowners, but I fail to see wherein they have altered from the policy of six months ago. It is useless for us to go to the shipowners in a friendly spirit to ask justice at their hands, for were we not ground down to a bare existence before Mr. Wilson founded our great and glorious Union? The Editor appears to think that we did not know we had any grievances before those so-called agitators told us of them, but there he is greatly mistaken. We know only too well how we have had to suffer at the hands of the tyrannical shipowner. We only wanted a man to lead us, one who knew by experience the hardships we have to contend with, but because a man comes boldly forward to champion the cause of a class of men who by their occupation are unable to help themselves he is styled an "agitator." It will take far more than the insignificant twaddle of the Editor of the *Shipping Gazette* to lessen the popularity of Mr. Wilson in the eyes of the members of our Union. Has Mr. Wilson not, to the detriment of his own business, manfully stood up in our behalf? His portrait is worthy to be hung in every seaman's home, and our children should be taught to mention him in their prayers. The Editor of the *Gazette* goes on to say that Messrs. Pimsool and Company are stamping the country giving the public, and the seafaring class in particular, a taste of their oratorical abilities on the threadbare subject of seamen's grievances. Threadbare, indeed! I wish it were possible for that same editorial gentleman to exchange places with me for the short period of six months. Put him on his pound and pint, give him a cold, cheerless forecastle to sleep in (one of those out of many that would answer the purpose of a shower bath), and, by way of keeping his blood in circulation, give him ten foot of deck cargo to scramble about upon a dark night and in a gale of wind, you might also throw in a few degrees of frost to complete his happiness. Then if this editorial land-lubber should have the good fortune to again reach home, perhaps he would not be quite so ready in writing of the "threadbare grievances" of the seamen. It is ridiculous to say that we have altered our tactics, I dare say the shipowner only wishes we would. I can answer for myself, I still feel the same affection for the shipowners that I did six months ago, for I fail to see any improvement in them. What improvement we have got in wages we have not to thank them for, as they have been compelled to give it. I unfortunately sail out of a port when we as yet are not able to get the wages asked by our Union, I refer to Hull, where the mighty Wilson Line holds the monopoly of the port. There are small firms which I believe would pay the wages asked, but they dare not do so, for the mighty Charles Wilson hath spoken. This great Liberal M.P., this great seaman's friend AT ELECTORAL TIMES, hath said, that before he will pay the wages asked by our Union he will man his entire fleet with foreigners.

This smooth tongued gentleman presided over a meeting of the shipowners and seamen of the port during the strike. He made a lengthy speech showing the men what an advantage it was to them to sail out of Hull, considering food, clothes, house rent, in fact everything required by the seamen and working men in general, was far cheaper from Mr. Wilson's point of view than in any other town. But, on the other hand, he also told us the enormous price paid by the shipowners for coals, ships' stores, and general repairs. Now this was Mr. Wilson's line of argument against giving us an advance of wages. Then he began to blow his own trumpet, enumerating the good things done by himself and his firm. He said he thought they deserved some credit for making their ships perfectly seaworthy. But I say that in doing so it was not the seamen whom they studied but the £ s. d. Messrs. Wilson, Sons & Co. are their own underwriters, insuring the most of their own ships, so that should they come to grief through being in any way defective the expense comes out of their own pocket. Other small firms are not able to take the entire risk upon themselves, but have to insure in the different insurance companies. And this accounts in many instances for ships being sent to sea with defective boilers and machinery, the owners wishing that they may come to grief, so that they may get the insurance. I knew one shipowner who bribed the engineer to take the ship to sea with boilers leaking like riddles, but so long as we were got out of dock and to sea

I suppose they cared but little what became of either the ship or the crew, for dead men tell no tales. The ship I refer to was lost some six months afterwards. She blew on shore in the Baltic. There was no inquiry. The crew were saved by rocket apparatus, but lost everything. But to return to the Wilson Line, it is an acknowledged fact that they pay less wages throughout the whole firm than any other line, from the chief officer down to the mess room boy. Their steamers also sail with less hands, some of their steamers carrying nearly 2000 tons having only one man to act as cook and steward. But with all the short-comings of this firm, the Hull people appear to look up to its principal, Mr. C. H. Wilson, M.P., as the dictator of the whole town. The late London strike showed Mr. Norwood in his true colours as being no friend to the working man. It appears the Hull people had that idea when they ran a Labour candidate against him in 1885, which was the means of Mr. Norwood finding himself in a minority. Mr. Norwood contested Leeds as a Liberal Unionist in 1886, but was defeated. These are the men whom the public send to Parliament time after time, for no other reason that I can see saving that they impose upon us at election times as Liberals, when in reality they are Tories of the deepest dye. With an apology for the length of my letter, and many thanks for past favours.—I remain, Sir, yours, etc.

THE MAN WITH A CARPET BAG.

#### A HARD CASE.

To the Editor.

SIR.—The duty devolves upon me of bringing under your notice a very painful case. Mr. George Pincumbe sailed as A.B. from Cardiff, bound to Constantinople, on 7th March, 1889, in the steamer *Aberdare*, of Cardiff. On 8th March, Mr. Pincumbe was ordered by the second mate, Mr. Good, who had the watch, to lay out on the main gaff, to reeve the vang fall, which had unroved. At this time a strong gale was blowing, and a heavy sea running, ship rolling heavily. A severe snow-storm was also raging, and the decks were full, as the *Aberdare* was shipping heavy seas. The gaff was smothered in snow. No sail being set, Pincumbe had nothing to steady his foot against (no outhaul being rove) but only the iron jackstay to grip hold of. Pincumbe rove the fall, and was overhanging down the end, when slipping down the vang, the lower block of the vang broke his kneecap. Pincumbe has been 9 months incapacitated from duty, and has received no compensation from the owners. His great complaint, however, is that Captain Knowles would not land him at Gibraltar, but carried him on to Constantinople, where he went into the hospital, consequently the injury was much aggravated, and he will never properly recover from its effects. Now I want to know why that gaff was not lowered down? The main steam winch was right alongside the throat halyards, so the jaws could have been lowered, the peak slackened down a bit, and the gaff re-hoisted by steam easily. Why was this man sent out on a slippery snow-smothered gaff in a howling gale of wind to reeve a vang fall, when the gaff was well and sufficiently steadied? I hope Mr. Plimsoll will read this, and I trust it may prove a powerful lever in his hands, bearing upon the fulcrum of the Union to obtain from Parliament an extension of the Employers' Liability Act to our British seamen. I regret to say Mr. Pincumbe is injured, I fear irretrievably. He is crippled. Now then, noble and philanthropic shipowners, who build churches and distribute charities, come down with your charity. Just one more "C!"—I am, sir, yours faithfully in unity, J. NASH.

Secretary, Sailors' Union,

Southampton.

5th December, 1889.

#### ANOTHER WIFE ON THE UNION.

To the Editor.

DEAR SIR.—Would you kindly insert another opinion of a member's wife on the N. A. S. and F. Union in *SEAFARING*? I think the Union has done a great deal of good amongst the seafaring folk. Not only as regards wages, etc., but in seeing that the men join their ships sober and capable of going on watch. Surely four hours is long enough for a man to work in the heat and smell without having to do an extra two for a man lying in a drunken sleep in his bunk. Trusting you will pardon me putting it so plainly, and wishing the Union every success.—Faithfully yours,

Poplar.

R.H.

NOTICE.—Several Letters are held over till next week.

## SAILORS' AND FIREMEN'S UNION.

#### LONDON BRANCHES.

At a meeting of the Tower Branch, held 10th December, after adoption of the minutes of the previous meeting, the secretary informed the members that he had taken a new office, and explained the reason why he had not mentioned this at the previous meeting. Mr. Donovan proposed, and Mr. Perkins seconded, that a vote of censure be passed on the secretary for not putting this before the meeting before. An amendment was moved by Mr. Hornsby, and seconded by Mr. West, proposing a vote of confidence in the secretary for the discretion he had shown in taking the premises. He said the expenses incurred in fitting it up were very moderate. The amendment was carried with 28 votes against 5 for the proposition. It was proposed by Mr. F. Gerry, and seconded by Mr. J. Donovan, that the Branch committee should meet next night to consider any further alterations in the fitting-up of the office. It was proposed by Mr. G. Irvine, and seconded by Mr. F. Gerry, that we should send delegates to attend Green's Home and Tidal Basin meetings, and represent to them the advisability of altering the present rate of wages in London for sailors, those printed on the bills being less than the wages previously received. The following were elected for that purpose: Messrs. West, Donovan, Cleary, and Callaghan. The following members were nominated for delegates for the next election. It was proposed by Mr. F. Forbes, and seconded by Mr. J. Fagan, that Mr. Defoe should still hold office. It was proposed by Mr. Norris that Mr. F. West should be nominated; seconded by Mr. Steward. Mr. Callaghan was proposed by Mr. Perkins, seconded by Mr. G. Irving. Mr. Cleary was proposed by Mr. Donovan, and seconded by Mr. Fagan. It was proposed that Mr. Reardon should still stand for nomination. It was proposed by Mr. F. Gerry, and seconded by Mr. Perkins, that the secretary still hold office, there being no one else put up for nomination. At the close of the meeting, Mr. Crawley proposed, and Mr. Forbes seconded, that the chairman be presented with a gold medal for his services.

Mr. Fowler has addressed the following letter to the secretary and members of the Tidal Basin Branch (from which, by the way, we have no report this week):—Mr. Secretary and Brothers,—I thank you most heartily for the honour you have conferred upon me by electing me on the London Trades Council. I will do all I can, to the best of my ability, to carry out any instructions you may give me, so as to do my duty, and not to let you regret your choice you made in electing me. I must also thank you for the honour of sending me as the first delegate to Sunderland and Cardiff, and I will do all that lies in my power, either on the executive or the London Trades Council to fulfil these important duties. I send this as a debt of gratitude I owe to the Tidal Basin Branch, for the honour they have conferred upon me.—I remain, yours in unity,—FRANCIS FOWLER, Sailors' and Firemen's Union, Tidal Basin Branch, 11th December 1889.

#### LIVERPOOL BRANCHES.

At the general meeting of the South End branch last Monday, Mr. A. J. Candler in the chair, Mr. C. Lind in the vice-chair, the minutes of the previous meeting having been passed, and the correspondence and financial statement for the week declared satisfactory, the case of three members was next dealt with, viz:—J. Miller, P. Burke, and R. Hughes, for signing articles on board the s.s. *City of Berlin*, and the s.s. *Titan*, and then not proceeding to sea, substitutes having to be supplied. It was moved by Mr. Conway that the whole three be fined £1 each. This was seconded by Mr. R. Sharkey and carried. The case of another member named Bernard McKenna, was next brought before the meeting, he having joined the Union, when our numbers were small, on a privilege card, and paid nothing. When our numbers reached nearly 3,000 he came and joined afresh along with a rush of members, and he is now sailing in the s.s. *City of Paris*, and last Saturday he came to pay 5s. contributions, and offered a bad half-sovereign in payment. Since then we have discovered that he has joined twice, which the meeting considered to be an imposition on the Union, and Mr. Conway moved that he be fined £3, the full penalty. This was seconded by Mr. S. Davies, supported by Mr. C. Lind, and carried. The question of the ball was next dealt with by the meeting, a resolution having been passed at the previous general meeting that we have a ball

on New Year's Eve, but when we tried to secure a hall for the purpose we found that they were all taken by other parties for similar purposes. It was moved by Mr. Conway that we let the matter stand over until on or about the 20th January, and that we try to secure the St. George's Hall for the occasion. This was seconded by Mr. S. Davies and carried. The secretary was then instructed to take the necessary steps to carry the resolution into effect.

The general meeting of the South End branch is held every Monday evening at 7.30 p.m. in the Malakoff Hall, Cleveland-street.

At the weekly meeting of the members of Bootle Branch, held on Tuesday evening, Mr. Banks in the chair, the minutes of the previous meeting were approved. Correspondence included a letter from the Forfar strikers returning their gratitude to the members of Bootle branch for their kindness in assisting them, and they were proud to say that they had got a concession to their demands. The financial statement being read, was considered most satisfactory, as the scabs are beginning to realise the danger they are running by keeping outside the Union. The defaulters of the s.s. *City of Chester* and the s.s. *City of Berlin*, were next taken into consideration. The behaviour of these men was considered detrimental to the Union, as this company gave the Union men the privilege of supplying their ships with Union men. After a great deal of discussion, Mr. Barry proposed that the men who failed to join their vessels be fined the sum of £1. This was seconded by Mr. Johnson, and carried. The joining of scabs was next taken into consideration and it was decided that the sum of £1 remain in force till the 8th February, after that time the full penalty of £3 to be inflicted. This was moved by Mr. Antony, seconded by Mr. Johnson, and carried. It was agreed that this branch should join the South-end Branch in holding a Ball at St. George's Hall, on 20th January, and that the proceeds should go towards buying banners for both branches. The district secretary having to leave on account of attending a special meeting of the Trades Council, the meeting adjourned.

#### BIRKENHEAD BRANCH.

At the usual weekly meeting of this branch, held on 5th December, after the minutes of the previous meeting were adopted, the correspondence and reports for the week were read and received as satisfactory. A discussion took place about G. W. Reid's proceedings in New York, and a resolution was passed asking the general secretary to take such steps he may think proper, at the earliest possible date, to see into Mr. Reid's conduct there. The Birkenhead branch has come to an agreement with Mssrs. A. P. Holt, of the China line of steamers, to employ nothing but Union men for the future. The following is a copy of the agreement:—"From Alfred Holt, 1, India-buildings, Liverpool, to A. Shepherd, representing the Sailors and Firemen at Birkenhead. I beg to confirm the arrangement made by my representative with you yesterday, viz., that you take upon yourself the responsibility of seeing that all the sailors and firemen signing on my steamers are Union men. (Signed) A. HOLT."

#### GLASGOW BRANCH.

The usual weekly meeting was held in Typographical Hall, 102, Maxwell-street, 5th December. It was proposed by Mr. McQuillan, and seconded by Mr. Rae, that Mr. E. Donnelly take the chair, which was carried unanimously. The minutes of the previous branch meeting, also the committee minutes, were adopted. Correspondence was then read from the general secretary, also from a member on board the s.s. *River Clyde*, in Belgium, and from a member in London. A letter was read from Mr. Lefroy as an explanation on the complaint lodged against him at a previous meeting. There was also a communication received from Mr. Hunter, secretary of the Sailors' Orphan Society, regarding the formation of the Widow and Orphan Fund. A notice from Mr. Nicholson, district secretary, Liverpool, was read. This being all the correspondence, Mr. J. McKernan gave a report of complaints, etc., for the week, after which the voting by ballot for the office of branch secretary took place. It was unanimously suggested that the proposers of the three candidates act as polling stewards, and it was proposed by Mr. McQuillan, and seconded by Mr. Dreghorn, that the successful candidate hold office for the first six months of the ensuing year, which was carried unanimously. The polling afterwards took place. Mr. E. Bryson proposed, and it was seconded by Mr. Farquharson, that Messrs. McQuillan, Dreghorn, and Rae, along with Mr. Darby, be the returning officers; and during the counting of the ballot papers, Mr. Smith, Leith, addressed the meeting; after which the returning officers coming into the

meeting the votes were submitted as follows:—Mr. J. D. Boyd, 53; Mr. J. McDonald, 39; Mr. R. Scott, 3; majority for Boyd, 11. The chairman then declared Mr. J. D. Boyd duly elected local secretary of the branch, Mr. Boyd replying very suitably. It was then asked that three cheers be given for Mr. Darby, and they were given lustily, Mr. Darby very ably acknowledging the same. A debate arose on the advisability of having a soiree in connection with the branch, when it was proposed by Mr. Farquharson, and seconded by Mr. Gray, that steps be taken towards that end, which was carried unanimously. It was then proposed by Mr. J. McConnell, and seconded by Mr. J. Brogan, that the branch committee be the soiree committee, with the assistance of the district secretary (Mr. Darby), and with power to add to their number. This was also carried unanimously. This being all the business, the meeting closed with a hearty vote of thanks to Mr. E. Donnelly, Greenock, as chairman, and Mr. R. Smith, Leith, for their attendance and address. Our correspondent adds:—"It gives me much pleasure to state that Mr. Dewar, superintendent of the Sailors' Home, follows in the footsteps of his father, by giving a very entertaining concert fortnightly to the seamen and firemen of Glasgow, in which a splendid array of talent appears."

#### CARDIFF BRANCH.

A special and largely attended meeting was held at the Wyndham Arcade Hotel, 6th December, when the general secretary was present, also the solicitor of the branch (Mr. J. H. Jones), the chair being taken by Mr. John Gardner, secretary. The meeting commenced with an address from the general secretary, who said it gave him great pleasure to be present. Looking back at the Sailors' and Firemen's Union in Cardiff 12 months ago, he had then given an address to them, and now looking at the success and progress which the Cardiff Branch had made it afforded him great pleasure to see how rapid that progress had been. (Applause.) Proceeding to refer to the duty of members, he said that it was the duty of every fully paid-up member to look after those members who were in arrears and make them produce their cards and not sign with them until they had paid up. With regard to delegates each member should be his own delegate, and not leave all to the delegate to do. If they took his advice they would find that their Union would increase in strength day by day, as it had never done since the starting of their organisation, and they would find that in another twelve months it would be impossible for Capital to stand against such an organisation, provided that each man did his duty. Mr. J. H. Wilson then referred to the foreigners. Some, he said, were of opinion that it was all the fault of the foreigner, but he assured them that was not correct. They must understand that they had been taught by different laws to ours, and were not acquainted with our laws. They were taught the same discipline as a soldier—to obey. It was our duty to lead them, and not to wait for them to lead us. Mr. Gardner then rose and said he hoped after what had been said by their general secretary that each member would be his own delegate and help to build up their organisation. The general secretary next proceeded to speak on the accommodation of seamen in the forecastle, saying that the forecastles of to-day were worse than ever they were, for if it were not for the wet, cold, and damp which men were exposed to by these iron forecastles, which were unfit to live in, many would not be as they are now, laid up with rheumatism, etc. What would it cost to make a forecastle lined with wood, comfortable? Why, a matter of about £5. Sailors and firemen should make a stipulation to enforce owners to look after the comfort of those who plough the deep for their interests, and not to wait for an Act of Parliament. With regard to provisions, this was another matter of great importance, it being the duty of each member to look after such, and to see what they had to sign for, before they did sign articles. The food now sent aboard ships was too often unfit for human beings to eat. Mr. Wilson next briefly addressed the meeting on the subject of overloading and the manning of vessels, saying that sailors and firemen should see before they signed that their vessels were well manned or not proceed to sea in them. The representation of seamen on Pilotage Boards was another important question. Sailors should be represented on Pilotage Boards for the sake of their own interests, as pilots were under the control of owners. Seamen should also be represented on Local Marine Boards. Mr. J. H. Jones, solicitor to the Branch, then briefly addressed the meeting, speaking on the power of combination and maintaining that the whole nation would benefit by it, and that each man would be able to have a fair day's pay for a fair day's work. Then they would be glad that

they had helped to work up such a Union as the Sailors' and Firemen's. He was only surprised that they had not had one long ago. It was then moved by Mr. Chubbs, seconded by Brother Brooks, supported by Mr. J. H. Wilson, "that we, the sailors and firemen of Cardiff, are of opinion that the report of the special committee appointed in 1880 with reference to the compulsory load line on all ships, demands the immediate attention of Government, that such recommendations should be at once carried into effect." This was carried unanimously, and it was also decided to send a copy of the resolution to Sir Michael Hicks-Beach, President of the Board of Trade. Mr. Wilson expressed a desire to remain at Cardiff, which he regretted he was not able to do, but he earnestly prayed each one to stand shoulder to shoulder, and fight as true Britons for their great and noble cause. (Applause.) A vote of thanks to the chairman was moved by Mr. Johns, seconded by Bro. Harrison, and carried. A vote of thanks to Mr. J. H. Wilson was moved by Bro. Harrison, seconded by Bro. Jevey, and carried also.

#### SOUTHAMPTON BRANCH.

With reference to the complaint of Mr. William Sprague, V.C., recorded in columns of SEAFARING, 7th December last, page 3, Mr. Nash wrote to Capt. Bevis on the subject, as follows:—"4th December, 1889, Capt. Bevis.—Sir,—I am constrained to bring under your notice certain facts relative to injustice practised towards an old servant of your Company which, I am confident, will receive your condemnation when made known to you, and doubtless you will put a stop to such persecution. Mr. William Sprague was working on board the *Trent*, on Wednesday, 27th November last, when Mr. Loo, the boatswain, said he had to refuse Sprague employment on account of some grudge against him at the office. Secondly, to-day, 4th December, Sprague was working on the *Nile*; again Mr. Bowman told him a similar yarn, and refused to let him work. On 3rd December, yesterday, Sprague worked aloft from 7 a.m. to 4 p.m., in most inclement weather uncomplainingly, whilst other men were favoured with easy jobs on deck. I am sure that whatever peculiarities Mr. S. may have in the way of "oratory," etc., he is a good hard honest worker, not a schemer; and I am equally sure that you as an officer and a gentleman cannot tolerate nor consent to such petty cruelty being practised in your name. S. has seven children depending upon a poor seaman's drudgery, and those who are down upon him ought to be ashamed of themselves for visiting their spite upon his helpless family.—Yours obediently, J. F. Nash." Captain Bevis replied as follows:—"Royal Mail Steam Packet Company, Southampton, 6th December, 1889. Sir,—In reply to your letter of the 4th inst., I have to state that so long as men are of good character no distinction is permitted when taking them on to work, further than when employed on board the ships preparing for sea, men who sail in them are preferred, and when taking labourers on board the ships the foremen select those they know are most suitable for the work they have to do. It is a mistake to say Sprague is an old servant of this Company, as he has not been in this Company's service or ships since 1878; nevertheless, when there is work to be done, no prejudices will be permitted with reference to Sprague or any other man, but continuous servants must be employed first. I cannot find on our books any man having been employed, either in the *Trent* or *Nile*, by the name of Sprague.—I am, sir, your obedient servant, T. A. Bevis, Superintendent. Captain Nash, 80, High-street, Southampton. To this Captain Nash replied on 7th December:—"Sir,—I have to thank you for so courteously noticing my letter respecting Mr. Sprague's complaints, and to express my regret that I am compelled to trouble you with the matter. Mr. Sprague, V.C. has been working under an assumed name, because his own cannot appear before you, so he tells me. Believing this to be a libel on an honourable gentleman, I have made you acquainted with the facts. It appears that someone is riding Mr. Sprague down in your name. I simply don't believe you would stoop to stop a man's bread, merely because he is afflicted with the *cacoethes carpendi*, et *cacoethes loquendi*. A combination of maladies by no means uncommon in the Union. Apologising for my interference, and asking your leniency in dealing with it, I am, sir, your obedient servant, J. F. Nash, Captain Bevis, Superintendent, Royal Mail Company."

On 9th December, a special committee meeting was held. Mr. Edward Arnold presided, and most of the members were present. The secretary read above correspondence appertaining to the case of Mr. William Sprague; Captain Bevis' conduct elicited warm expressions of satisfaction and gratitude from the audience. After a long discussion relative

to matters concerning Mr. Bartlett, the secretary was directed to write him:—"In view of the fact of your not having paid up your contributions since 15th July (20 weeks), you are no longer a member of this branch, and will not be admitted to its meetings." The meeting expressed very sincere and deep regret on hearing of the continued indisposition of Mr. Tankerville Chamberlayne, and requested Captain Nash to write a letter of condolence conveying the earnest wishes of the branch for his speedy recovery. The letter sent SEAFARING was then read in manuscript, and Mr. Nash received the cordial thanks of the members for it. On Tuesday evening, 10th December, a very large number of members were present, and the desirability of obtaining more ample accommodation was discussed. Several new members joined, the active and intelligent little clerk, Edwin Nash, performing his onerous duties of "entering" with celerity, whilst his father was engaged writing the report for SEAFARING. Mr. Edward Arnold, chairman, opened the ball at 7.30 p.m. The treasurer, Mr. Fred Shears, asked if a certain member present had not been expelled from the branch. Mr. Thomas Chivers called upon the expelled member to leave the room. He refused, but was ultimately ousted. Mr. C. E. Tizard was requested to read Mr. W. E. Overton's very "Sensible Letter" published last Saturday in SEAFARING, in order to protect the secretary from being called upon continually to implore Captain Bevis, and other gentlemen upon trivial and vexatious complaints. The letter was read and received with applause. Mr. Shears said he thought Mr. Chivers should be fined 6d. for non-attendance at committee meetings. Captain Nash hoped this would be regarded, as it was intended, as an innocent joke. "We have avoided fines and forfeitures from the 'Alpha' of our organisation, let us do so down to the 'Omega'." (Laughter) All hands agreed to treat the matter as a joke. Mr. W. Sprague read, in stentorian tones, from the *Southern Echo*, an article *re* London Strikes and Mr. Wilson. The secretary hoped to goodness we should have no strikes here. Mr. Clarke, *Editor Independent*, was called upon to give one of his entertaining, racy, and effective speeches. Mr. Clarke said "He hadn't a word to say for himself or anybody else on any subject to-night" and immediately started on a running race of witticism, keeping all hands interested and delighted for fully half an hour. Captain Nash said Mr. Clark had a most charming way of "saying nothing." He proposed a vote of thanks to his friend, and three cheers, which were given vociferously. Mr. Shears, in view of insults lately levelled at the secretary, proposed a vote of confidence and esteem towards Captain Nash; this was seconded by both Messrs. Lowe, Dawkins, and Tizard, and carried with cheers.

#### GRIMSBY BRANCH.

The usual weekly meeting of this branch took place on 9th December, the branch president, Mr. A. J. Wickett, in the chair, Mr. A. Wilson, vice-chairman. The financial statement was confirmed as read. A long discussion took place on the reading of the minutes of last week, a portion of which related to the taking of eligible premises for the establishing of a Union Seamen's Home in Grimsby, in accordance with Rule XII. After a protracted and rather heated discussion, the following resolution was moved by Mr. A. Wilson, and seconded by Mr. G. Sutton:—"That this matter be referred to a special meeting to be called for that purpose, the meeting to be held as soon as possible, before the end of the quarter." The members enrolled during the past week were on the motion of Mr. Chapman, seconded by Mr. Godfrey, admitted into the Union. The secretary addressed the meeting at some length, on the forthcoming School Board election, urgently advising all members to support the nominees of the Trades and Labour Council, a working man, whose claims to their support were further enhanced by his past experience of seven years service on the retiring board. This young body is rapidly coming to the front, as the exponent of the views and aspirations of the working men of Grimsby. A special meeting was convened on Wednesday, the 11th inst., for the purpose of protesting against the action of the Bristol Corporation, in their contemplated alteration of the pilot service of that port. A resolution to that effect was moved by Mr. W. Pearson, seconded by Mr. Bracegirdle, and carried unanimously. The secretary was instructed to forward the same to the President of the Board of Trade.

#### DUBLIN BRANCH.

The weekly meetings of the above branch are held at 87, Marlboro'-street, on every Friday evening at 7.30 p.m.

## PLYMOUTH BRANCH.

With deep regret we learn that on Tuesday morning last Mr. John Castles, the Plymouth representative, had been found dead in his office, and that the cause of death was supposed to be heart disease. The sketch of Mr. Castles' life, which appeared quite recently in *SEAFARING*, and must be fresh in the minds of our readers, will suffice to prove that all friends of the cause have lost in Mr. Castles an able, courageous, tried, and trusted ally. He left the North full of hope, and fully determined to emancipate his fellow-seamen. He was one of the pioneers of the movement, which has now assumed such gigantic proportions as a National Union, having joined at the commencement of the Branch in South Shields. He was a splendid worker, and did yeoman service in the cause of Unionism. In recognition of such services the South Shields Branch of the Union elected Mr. Castles to represent them on the late Executive Council, of which he was a member until the last annual meeting. He was much respected by his colleagues on the Council, and during the late strike in Liverpool at the instigation of the general secretary he was drafted into the Bootle division of the scene of dispute. He took a very prominent part there, and at the time when the Dennison-street boarding-house keepers were shipping scabs by the hundreds, John Castles volunteered to beard the lions in their den, and (dressed as a scab) was the means of conveying such information as led to the conviction as crimps of several. He was well known by the officers and members of the Liverpool Branches, and they will regret with the men of the North his sudden decease. Mr. Castles leaves a widow and a large family of seven children.

For continuation of Branch Reports see page 11.

## SEAFARING DISASTERS.

*Activity*, s, struck on rocks in entering St. Malo Harbour, but got to the quay leaking.

*Alicia*, reported from Dardanelles, got off after discharging part of her cargo.

*Albanian*, British steamer, Alexandria for Hull, arrived at Malta with machinery slightly damaged.

*Alpha*, Liverpool for Rio Janeiro, put into Plymouth, leaky.

*Asiatic*, s, in collision at Newport (Mon.), with the *Captain Parry*, s, and had two plates stove in on starboard quarter.

*Arawatta*. — A telegram from Zanzibar states that the *Arawatta* has been sighted off that port. This steamer is bound from London to Zanzibar, and a report has been in circulation that she was overdue. The detention is due to the steamer having been aground for five days.

*Avalon*, floated and docked at Barrow. No apparent damage.

*Berrington*, s, of London, in the Tyne from Rotterdam in ballast. The master reports: On the 1st inst., when off Cromer, his vessel struck what was supposed to be a wreck. Vessel placed on Red-heads Hard, South Shields, for examination.

*Beechdale*, British barque, reported ashore at Long Island, got off and arrived at New York making a little water.

*Bessie*, s, of and from Cardiff for Glasgow, coals, has been towed into Carnarvon making water, having struck something floatable off Bishop's, night of 6th instant.

*Bernard*, arrived at Philadelphia, jettisoned 430 barrels oranges.

*Berlin*, s, for Rouen, and *Equity*, s, from Hamburg, collided in Goole Reach night of 5 December, former had bow stove in, stanchions carried away and other damage, and went into Victoria Dock, Hull, for repairs. *Equity* damaged bulwarks on port side, and had lifeboat davits carried away.

*Black Dwarf*, s, of Aberdeen, Sunderland to Aberdeen, beached at Holy Island to prevent sinking.

*British Monarch*. — Lloyd's agent at Capetown reports: The British barque *British Monarch* has been burnt at sea. Sixteen persons were saved. One boat with six persons on board is missing. *British Monarch*, Captain Morrow, was an iron barque, of 1,262 tons, built at Birkenhead in 1865, and owned by Messrs. H. Fernie & Sons, Liverpool. She left Hamburg on the 1st of October last for Sydney.

*Briscoe*, s, from Newcastle for Alexandria, put into Portland, Dorset, 9th December, with condenser leaking.

*Bridge*, s, Cardiff to Hayle, coal and coke, ashore at Hayle. Crew remain on board.

*Caradoc*, British steamer, from Smyrna for Hull, put into Malta with cargo shifted.

*County of Durham*. — Lloyd's agent at Goole reports: *County of Durham* floated 5th December with tug's assistance after lightening, and docked. No apparent damage.

*County of Merioneth*, reported from Buenos Ayres grounded, but got off and arrived tight.

*Charles W. Anderson*, s, has arrived at Gibraltar with eccentric strap broken.

*Cordova*, s, of Sunderland, outward bound in ballast, grounded on Slag Bank in the Tees, but has been towed off.

*Clan Mackenzie*, s, see *Leitrim*.

*Cossack*, British steamer, and *Etrangere*, French steam yacht, in collision at Lormont. Former uninjured, latter damaged severely.

*Captain Parry*, s, Cork to Newport (Mon.), light, whilst coming up river, struck the *Asiatic* a stinging blow near the entrance to Alexandra Dock, Newport.

*Currow Park*, steamer, of Glasgow, from Newcastle to Granville, laden with coals, lost her rudder Saturday night S.S.E. of Cape La Hague, and was towed into Newhaven by tug.

*Dresden*, floated 5th December, with assistance of tug, after lightening part cargo. No apparent damage.

*Draa on Fly*, British steamer, Taganrog for Amsterdam, has gone ashore at Nieuwe Diep, and remains; crew saved.

*Dewrland*, British steamer, Odessa for Rotterdam, put into Malta with machinery deranged.

*Edinburgh*, s, while proceeding to Venice, 4th December, collided with the quay wall, Swansea, and proceeded to the Roads, when it was found fore compartment was full of water; returned to dock same tide.

*Echo*, tug, and *Northenden*, steamer, both of Grimsby, collided in Grimsby Roads, 5th December. *Echo* sank, crew saved by *Northenden*, and landed at Grimsby by *Defiance*, smack. *Northenden* proceeded.

*Equity*, s, see *Berlin*.

*Ems*. — A cable message from New York states: *Ems*, s, had a boisterous passage, and received deck damages.

*Empusa*, steamer, put into Torbay leaking, having struck on a rock off Ushant. Bottom wants examination.

*Falshan*, s, which went ashore at Ibrai, got off after discharging part cargo.

*Frost*, s, passed Flamborough Head to north, 8th December, in tow, apparently broken down.

*Hector*, of Shields, paddle tug, sunk entrance to Blyth Harbour, after collision with schooner *Janet*. Crew saved.

*Henry 1st*, of Liverpool, Glasgow for Bordeaux, put into Kingstown (Dublin) with machinery out of order, placed aground to examine propeller.

*Heathmore*, British steamer, and *Hector*, wooden lighter, have been in collision at Ibrai, former uninjured; latter sank. *Moorish Prince* also injured.

*Holt Hill*, total wreck at St. Paul's. Mate dead. Crew rescued. Lost everything.

*Janet*, see *Hector*.

*J. J. Smith*, barque, of Dorchester, N.B., from New York for Antwerp, passed *Lizard*, 10th December, with mizzen-topmast gone.

*King Robert*, from Glasgow for San Francisco, abandoned on fire, on 8th November, off the Horn. All hands saved.

*Knight Commander*. — Lloyd's agent at Monte Video telegraphs: *John Elder*, British mail steamer, picked up and brought to Sandy Point the first officer and five men belonging to the *Knight Commander*. British barque, lying at anchor on the west side of Desolation Island, with cargo shifted and partially dismasted. Captain and remainder of crew in want of assistance. A further telegram from Monte Video states that she has three feet of water in her hold, pumps choked, all masts cut away except lower foremast, cargo seriously damaged. *Knight Commander* sailed from Huaniilos on 12th October for the Channel.

*Kennet*, s, Galveston for Liverpool, put into New York with boiler tubes leaking, will repair and proceed.

*Karen*, stranded at Nieuwe Diep, assisted afloat and towed into Nieuwe Diep roads.

*Leitrim*, s, in Mersey from Dublin, with cattle, collided with *Clan Mackenzie*, s, anchored on North Wall; *Leitrim* was badly damaged, *Clan Mackenzie*, s, docked Birkenhead, with bows damaged. *Leitrim* beached at New Brighton after being floated off from Rock Channel. Some cattle floated out of her.

*Loughbrown*, inward bound, collided in the Clyde, on Saturday, with the *Queen of the May*, carrying away the latter's mainmast and boom. No damage reported to *Loughbrown*.

*Mary Norell*, Philadelphia for Cienfuegos, has been wrecked at Turk's Island.

*Minerva*, ketch, for Bristol, sand, ashore Hayle. Crew saved.

*Mute*, schooner, of Ipswich, reported ashore on Pennington Spit, towed off and proceeded to Poole.

*Mount Tabor*, see *Rescue*.

*Moorish Prince*, s, which was in collision at Ibrai, has one plate fractured, five frames and five plates bent, rail partly destroyed, vessel thoroughly seaworthy; damage above water line. Will proceed to England for repairs.

*Morning Star*, of Guernsey, passed the Lizard, 10th December, bound East, with main and mizzen-topmast gone.

*Moorish Prince*, see *Heathmore*.

*Northenden*, s, see *Echo*.

*Nigil*, steamer, of Glasgow, fouled the Sandon Pier-head, Liverpool, 9th December, and had stem and plates on both sides injured, and fore compartment filled with water.

*Nord*, new ship, when being launched on Saturday from Barclay, Curle & Co.'s yard, broke her fore chains and ran into Shield Hall Wharf, doing damage estimated at about £1,000. Ship had rudder twisted, and will dock for repairs.

*Porto*, British steamer, Portsmouth for Oporto, ran ashore on Ryde Sands 5th December.

*Pelam*, s, London, leaving Hilda Spouts, came into collision with the *Staithes* at South Shields, doing considerable damage to her stern and rail. *Pelam's* damage light.

*Queen of the May*, see *Loughbrown*.

*Recepta*, steamer, of London, from Tyne, coal laden, and the *Tanfield*, steamer, of London, in ballast, collided night of 5 December, in lower part Gravesend Reach, former severe damage to stem and bows; latter cut down to water's edge on starboard side between fore and main rigging. Both vessels put ashore north shore. Subsequently *Recepta* floated and moored to buoys off Gravesend, and *Tanfield* was towed into Tilbury Dock.

*Rescue*. — Lloyd's agent at Calcutta telegraphs, 6 December, *Rescue*, tug, while turning round was in collision with the *Mount Tabor*, s, loaded and ready to sail for Rangoon, latter vessel was at anchor. *Mount Tabor* has three plates broken. Repairs will require about fifteen days.

*Rossini*, s, that stranded on Hamilton Rock, Lamlash, has been towed off and anchored in bay. Will proceed to Greenock when lightened.

*Ringmoor*, s, of Ipswich, and passenger ferry *Tynemouth*, collided at South Shields; former apparently undamaged; latter had port bow and rail damaged.

*Scottish Hero*, British barque, from Liverpool, got ashore in entering port of Brisbane, but got off and arrived. Will dock for examination.

*S. J. Musson*. — Cablegram from Kingston (Ja.), states: British brigantine *S. J. Musson*, for Halifax, in ballast, totally wrecked at Grand Cayman. Crew saved.

*Solway Queen*, s, Workington for Liverpool, rails, has put into Whitehaven with cargo shifted. Weather stormy.

*Stella*, s, of Hartlepool, from the Tees for Bombay, with railway material, grounded on Slag Bank, reports Lloyd's agent at Middlesbrough, but floated and docked.

*Sunshine*, s. — Lloyd's agent at Middlesbrough telegraphs, 8th December: *Sunshine*, s, of West Hartlepool, for Tyne in ballast, collided yesterday with a Tees Conservancy tug, and sustained damage to bows. Tug also badly damaged.

*Tynemouth*, see *Ringmoor*, s.

*Topsy*, schooner, aground near Gravesend.

*Tanfield*, s, see *Recepta*.

*Veritas*, barque, of Mai land, when docking in East Bute Dock, Cardiff, struck the quay wall at the entrance. Damage unknown.

*Virginia*, British steamer, touched bar in entering Bahia Blanca and has been lightened. No damage reported.

*Watchful*, British man-of-war, stranded North Beach, Lowestoft, but was towed off and brought into harbour 7th December. The *Watchful* is a composite single-screw schooner-rigged vessel of 560 tons displacement, and 650 indicated horsepower, and was built at Birkenhead in 1883 at a cost of nearly £34,000. She is 135 ft. long, 26 ft. broad, and draws 10 ft. 5 in. of water.

*Zylda*, three-masted schooner, of London, passed Portland Bill towards east, 8th December, with loss of main and mizzen topmasts, in tow of tug.

AT Hull Police Court, Henry Batty, master of the ballast lighter No. 7, was summoned for disobedience of dock master's orders, thereby blocking the entrance to the Albert Dock, and delaying ships. Defendant denied that he was on the lighter at the time, and called a young man named William Batty, who, in evidence, said that he, and not the defendant, was in charge of the lighter. Summons withdrawn.

## IN THE DOG WATCH.

"Dodo," a well-known contributor to *Reynolds's Weekly Newspaper*, writes in that journal:—

The powerful voice which Mr. Samuel Plimsoll is once more raising on behalf of the seafaring classes is beginning to make itself heard in desirable quarters. The veteran friend of Jack is rightly indignant at the curt way in which the loss of a vessel with all hands is generally recorded in the newspapers. If, he says, loss of life occurred on shore similar to that which takes place daily at sea, a cry of horror and indignation would be raised throughout the land. Most of these vessels are lost through the greed of the sweating shipowner, who causes them to be overloaded. Only one in ten cases are inquired into by the authorities. Yet if the Government, which is now complaining that the local authorities are acting badly by the poor in refusing to put in force the Acts relating to housing, were to see that the servants directly under their control did their duty, a large amount of loss of life and property at sea would be prevented every year. This is a subject which ought to engage the early and earnest attention of democratic members in the House of Commons.

"Dodo" will, it is confidently believed, shortly be in the House of Commons himself, when it is to be hoped that he will not forget the seamen.

Our old friend Neptune writes to us from a distant port:—"Dear Skipper,—We are lying in a very out-landish place, I cannot get ashore to post my letters; they have to pass through the captain's hands, therefore I have omitted SEAFARING Office on envelope, but I trust you will receive my letters all right." Neptune, who seems as tuneful as ever, encloses the following:—

"Lines suggested on meeting an old shipmate who made the paltry excuse that the reason he did not join the Union was because the entrance fee, 7s. 6d., was too much to pay, although the same man had the opportunity to join when the entrance fee was but 1s.:"—

Pray tell me not the entrance fee  
Is far too much for you to pay;  
If you were on your bended knee  
I'd not believe a word you say.

For were your principles but sound,  
And you a thorough man at heart,  
To raise the fee means could be found  
Though with your goods you had to part.  
  
Not long since, you remember well,  
The entrance fee was but a shilling;  
Why not confess the truth and tell  
You could join, but you were not willing?  
  
You thought the Union would not act,  
And you'd let others bear the toil;  
And when it proved a certain fact,  
Then you'd rush in and share the spoil.  
  
I ask you as an Englishman,  
Do you consider this fair play?  
Had each adopted your base plan,  
No Union there had been to-day.

The foreign sailors act like men,  
And freely pay large sums to join;  
Thus shaming niggard Englishmen  
Who growl about the entrance coin.  
  
You would not fight 'gainst greed and might,  
But from the Union ran away;  
You want, now things have turned out right,  
The Union wage, and naught to pay.  
  
While Union men have done their best  
To raise themselves and also you,  
What makes you sneak behind the rest  
And never join the Union crew?  
  
Because you're but a man in shape,  
And do not act a manly part;  
In outward form the man you ape,  
But you're a blackleg in your heart.

"Mountains high" is a venerable and stereotyped definition of the altitude of waves, and one that has the merit of being conveniently vague, so that if anyone should take you to task, you may explain that you don't know the height of a mountain, and therefore are not to be tied down to a few thousand yards. But that sort of definition will not do for the exact and exacting scientific age we live in, wherefore it is interesting to learn that, "The Hon. Ralph Abercromby, a member of a British scientific expedition, recently made an interesting and successful experiment to ascertain the height of waves at sea by placing a very sensitive aneroid barometer upon the surface of the water, which was capable of recording its extreme rise and fall. The sea, in an ordinary wind was shown by the barometer to have waves forty feet high from base to crest. It may therefore be safe to say that in a very heavy gale the waves are about sixty feet high. Anyone who has ever experienced a hurricane in the Gulf of Mexico, and who went on deck at night, may remember that the waves look like a herd of mountains coming across the wild waste of waters, instead of waves only sixty feet high."

"A Master Mariner," who seems to have no mercy for our Editor's blushes, sends us the following lines, which he insists on publishing:—

## ON "SEAFARING."

O'er troubled waves SEAFARING goes,  
Unfolding seamen's countless woes;  
And at the helm old Cowie stands  
And steers the craft with cunning hands.  
  
Plimsoll and Graham bear their part  
'Gainst sailors' wrongs with all their heart,  
While Wilson's ever to the fore  
As Wilson's ever been of yore.  
  
But Archie Cowie champions all  
Seafaring men, both great and small;  
Come cheer him, then, all seamen brave,  
Who toils for you while on the main.

The Skipper of SEAFARING is by no means the only person entitled to credit for such good as the paper may have been able to do the cause of the seamen. Mr. Victor Plarr, B.A., of Worcester College, Oxford, and late Professor of English Literature in Queen's College, London, has rendered invaluable assistance and deserves the warmest thanks. Nor must the much abused National Press Agency be forgotten. But for the confidence and consideration with which we have been treated by its managers—who, we are glad to say, have not found their confidence misplaced—there might have been no SEAFARING to-day.

The printing of SEAFARING has been transferred to another establishment solely because the National Press Agency employés are not all Union men—a fact of which we were not aware when our contract with it was entered into. At the earliest possible moment we have, for that reason and that alone, transferred the work to Union printers, and we trust that all Union men will now feel satisfied on that score.

A very malicious lie has been industriously circulated, to the effect that Mr. J. H. Wilson, of the Sailors' and Firemen's Union gave the contract for the printing of SEAFARING to the National Press Agency. As a matter of fact, Mr. Wilson had nothing

whatever to do with the matter, the contract having been entered into long before the proprietor of SEAFARING had ever met Mr. Wilson, or had ever communicated with him.

Here is a paragraph from the *Marine Journal* well worth attention:—

About 10,000 head of cattle are annually shipped from this country to Great Britain and the Continent of Europe. The accommodations as a general rule are insufficient, and the cattle are therefore subjected to cruelty and hardship. There is a project on foot now to compel steamship companies engaged in the business of transporting cattle to provide more room and better facilities for watering and feeding the cattle. As at present conducted, aside from the sufferings of the cattle while at sea, there is a loss to shippers in a business point of view. The whole subject should be carefully looked into, and all abuse remedied. Dumb brutes have a claim upon mankind enjoined by the Maker of man and beast.

## THE LOAD LINE.

## DEMONSTRATION AT SWANSEA.

An enthusiastic demonstration of the members of the Sailors' and Firemen's National Union was held at Swansea, 4th December. Some hundreds of men, accompanied by a large number of torch bearers, met Mr. Wilson (the general secretary) and Mr. Gardner (the district secretary), at High-street police-station, and accompanied them to the Drill-hall, where a meeting was held under the presidency of Council or R. D. Rurnie.

The Chairman, in opening the proceedings, said that the subject which that meeting was called to consider was one of the greatest interest, not only to sailors, but to landsmen, who were dependent for their comforts and their existence upon the commerce in which seamen were engaged. (Applause.) He thought that the years 1889 and 1890 would be known in history as the years in which Labor attained some of its greatest opportunities. (Cheers.) The last few months, in fact, had put a different complexion upon the labour question to that which it had before. The great strike that took place in London—a strike that was admitted of all hands to have been a well-conducted struggle for reasonable demands—had pointed out the power of the labourers. They knew that in this country—this rich, this wealthy country—they had an amount of poverty that was a disgrace to the nation. (Hear, hear.) If we were a struggling community it would be a different matter, but when we knew we are the richest country in the universe, and yet there was an excess of pauperism, it was pretty clear there was something radically wrong in the system. He believed that one of the most efficacious remedies to bring about an altered state of things was combination of labour. (Cheers.) They did not want to dictate to Capital—he would be sorry indeed to advocate anything of the kind—but they wanted to be strong enough to reason with it, and they would not then have matters which ultimately concerned them decided upon without having a voice in the decision. The skilled mechanics of the country had been in that position for a long time; the agricultural labourer had recently stepped in, and now the unskilled labourer and the seaman were seeing the advantages of combination. He was glad of this, because it was their only hope of obtaining that fair consideration they were entitled to. The seamen of the country could not now have their voice heard in the Councils of the nation because they were suffering from political disenfranchisement, but he hoped that before long that disability would be removed, and the seamen would be able to record their vote in any port in the country. (Cheers.)

Mr. Fielding then moved:—"That this meeting of the sailors and inhabitants of Swansea desires to express the most emphatic opinion that the time has fully arrived when the load-line recommended and defined by the Parliamentary Committee in 1885, and adopted voluntarily by over 2,300 owners, should be made compulsory."—This was seconded by a seaman in the audience.

Mr. Wilson, in supporting the resolution, characterised it as one of the greatest importance, not only to seamen, but to every Englishman. The load-line meant that they wanted to place upon the side of every ship a mark to denote to what extent a shipowner might load a vessel in which precious lives had to sail the ocean. (Applause.) The very cabs upon the streets, and the tramcars were licensed by the local authority, who fixed the number of passengers a car should carry, and it was important that such a provision should be made for passengers who, if they felt inclined, could at any moment get out, how much more important was it that they should go to the Government

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## SEAFARING.

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and ask that a ship, in which men who were compelled to submit their judgment to the opinion of the captain, should not be loaded above her carrying capability. He was led to believe that there was no class of employers so desirous of quickly amassing a fortune as shipowners. (Hear, hear.) Men he knew had lost a number of ships and hundreds of lives in a decade, and yet they asked that they should be allowed to say what and what not their vessels should carry, but he felt sure that the British public would not tolerate such a state of affairs. (Applause.) It was fallacious to call the mark now placed on the side of a vessel "Plimsoll's" mark, for the Government of that day did not adopt the suggestion of Mr. Plimsoll, but that set forward by Mr. Norwood. That mark, which the owners had power to shift almost when and where they liked, was a delusion and a fraud upon the sailors and firemen of this country. (Applause.) Again, the marine insurance system was a disgrace to the country, and a standing danger to the seafaring community. Vessels could—were in fact—insured for much more than their value, the provisions for the voyage were insured, the coal that might be consumed was insured, even the seamen's wages were insured, and the result was that if a ship was lost a week or a fortnight after she had sailed, the owner was more in pocket than if she completed her voyage. While such a system as this was tolerated it was palpable that shipowners would not be careful to see that their vessels were seaworthy before they left the port. (Cheers.) It was said that ships were lost by "acts of God." He didn't believe it; all the disasters he had ever heard of were due to deeds of men, and the great majority through the negligence of masters, for the greed of gain of owners. (Cheers.)

A resolution pledging the meeting to support the National Seamen's and Firemen's Union was then moved by Mr. Reeves, seconded by Mr. Johns, of Cardiff; spoken to by Mr. Gardner, and carried unanimously.

## IMPORTANT TO SEAMEN.

At the Liverpool County Court, an action has been brought by an able seaman named Olive Cornelius against Messrs. Gracie, Beazley & Co., to recover £3 for wages in lieu of notice. Mr. Steinforth, for the plaintiff, said plaintiff had been engaged on the 2nd November last as A.B. for the ship *Dunscore*, and joined ship on the 4th. He and some other men were then told that the vessel would not sail until the following day, and were instructed to come back the next morning. Plaintiff did so about 8 o'clock, and having reported himself and answered to the roll when called over by the Board of Trade officer, he went back to his lodgings to get a knife. He then returned to the ship, which was in the Canning basin; but when he had got into the river the captain told him to go ashore, and he was sent ashore in the tug. He knew no reason why he was so treated, and though he brought his clothes with him, his papers and discharges were left in the ship. The Judge here asked if the ship's articles were produced. Mr. Steinforth submitted that it was not necessary to produce them. He had Board of Trade officials to prove the engagement of the plaintiff. The Judge said the articles were necessary to prove the rate of wages. Mr. Steinforth: If any seaman who comes into this court is required to produce the ship's articles you know what that means. The Judge: Everybody must proceed according to the laws of evidence. That rule cannot be relaxed. Mr. Steinforth said a poor seaman could not employ all those weapons before coming into court, and must necessarily, according to his honour's ruling, be at a disadvantage. The Judge: That sort of appeal is entirely thrown away. I can't alter the rules of evidence. Mr. Steinforth: Mr. Inglis (defendants' solicitor), do you mean to say that you are going to contend we did not sign articles at £3 a month? Mr. Inglis said he was perfectly willing to admit that if Mr. Steinforth would admit that Messrs. Gracie, Beazley & Co. were not the owners of the ship. Mr. Steinforth: I sue you as agents or owners. The Judge: The articles form the contract of course. Mr. Steinforth: I have my own strong view of the defendants raising a technicality of this sort. It is a contemptible plea on the part of a big firm like theirs. Mr. Steinforth went on to examine plaintiff, who produced a bonus note in favour of the plaintiff for £3, signed by the defendants as "owners or agents" of the ship. He said he elected to sue them as owners upon their own statement that they were "owners or agents." He was not suing them upon the bonus note, but upon the engagement in the articles, and it utterly amazed him that a big firm should have recourse to such technicalities. Mr. Inglis said it would be con-

tended for the defence, if necessary, that the plaintiff had deserted the ship at the pierhead, following a practice which had grown into a serious evil; and it became necessary to fight this case as an example. He would not admit the rate of wages unless Mr. Steinforth admitted that the defendants were not owners of the ship. Mr. Steinforth said it must be seen that it was a virtual denial of justice to poor men if they had to go through all kinds of formalities. A man upon a £3 claim must commence by spending £5 or £6. At this point it appeared that a Board of Trade officer in court had an office copy of the articles. This was admitted in evidence. It showed the rate of wages to be £3 a month, but it also showed that the registered owner of the vessel was a Mr. Guthrie, of Glasgow. The Judge held that this disposed of the plaintiff's case. The articles formed the contract, and in the articles the owner was given as T. C. Guthrie. The plaintiff must be nonsuited. Mr. Steinforth: All I can say say is that it is a great pity this is not generally known throughout the port of Liverpool. Mr. Inglis asked for costs. The Judge: Is it any use? Mr. Inglis: Perhaps not. The case then ended.

## CONFLICTING EVIDENCE.

At Cardiff Police Court, Griffith Williams, Frank Smith, James Daly, John Courtenay, Johann Wallian, William Allen, Richard M'Nally, Charles Glasby, William Trunks, Thomas Bedford, and Thomas Miller have been charged on a warrant with that, being seamen lawfully engaged to serve on the British ship *Tobique*, they did unlawfully combine to disobey lawful commands on the 2nd inst. Mr. Hancock (Downing & Hancock) prosecuted on behalf of the owners of the *Tobique*; and Mr. J. H. Jones defended. Augustus M'Laren, master of the *Tobique*, said the prisoners signed articles for a voyage to Rio. The A.B.'s received an advance of £3 10s., and the ordinary seamen £2 5s. When the men went on board at Cardiff they were all the worse for drink, except Williams and Allen. When they got off the Nash some of the men complained that the second mate had ill-used one of their number. They refused to proceed to sea, and wanted to see the Board of Trade official. The ship put back and anchored off Sully. At Barry Mr. Robinson, the owner's agent, tried to induce the men to go to sea, but they told him they had a grievance against the second and chief mates. Mr. Robinson offered to discharge these two officers, but the men still refused to proceed. Mr. Robinson corroborated. This being the case for the prosecution, it was decided to hear charges of assault brought against the first mate, George Baker, and the boatswain, Nazan Duckett, by Griffith Williams and Richard M'Nally. Evidence of the complainants' shipmates tended to show that both men were knocked about by the defendants. It was admitted, however, that the complainants were the worse for drink. Mr. Jones admitted that the men refused to proceed to sea, but the men thought they were not safe in proceeding to sea, and they were threatened by the mate to be murdered before they got to Rio. Richard Harris, pilot, who was on deck the whole time until the vessel was anchored at Barry, said no assault took place at all. Stephen Wright, the steward, corroborated. George Augustus Baker, chief officer of the *Tobique*, denied that any assaults were committed. The Bench, on the charge of refusing to do duty, sentenced the whole of the crew to one month's imprisonment. The charges of assault against the first mate were dismissed, but the boatswain was fined in the aggregate £4 and costs, or one month's imprisonment.

FIFTEEN British vessels and 24 foreign vessels were reported as shipwrecks last week. Seventy persons were reported to have lost their lives, three British sailors being wrecked with all hands. Only four vessels were wrecked off the United Kingdom. Two vessels were sunk by collision, while collision cases numbered 32, of which 22 took place off the United Kingdom.

AT Paisley, in an action raised by Francis Gallacher, quay labourer, against Thomas Banks, stevedore, of Glasgow, for damages under the Employers' Liability Act for injuries sustained by him whilst working at the uncovering of a hatch on board the *Strathendrick* (s). £100 and expenses has been awarded. Pursuer fell down the hold, and sustained injuries which the sheriff stated were not only serious at the time, but are likely to interfere with his ability to work in the future. His lordship held that the fall was caused by the fault of the defender's foreman, for whom the defender was responsible, in not having had the hatch secured in the proper or usual mode.

## GOT CERTIFICATES.

As Masters or Mates, during week ended 7th December, 1889.

Note.—Ex. C. denotes Extra Master; O. C. Ordinary Master; 1 M. First Mate; O. M. Only Mate; and 2 M. Second Mate.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Baker, Piers Hay	1 M	London
Pilcher, Geo. Henry	2 M	London
Champernowne, Thos. A.	2 M	London
Thompson, Reginald P.	2 M	London
Thomas, Jno.	O C	London
Evans, David G.	O C	London
Lewis, Wm.	O C	London
Charles, Alfd. H.	O C	London
Gange, Ambrose D.	1 M	London
Guy, Chas. Geo.	1 M	London
Fuller, Henry Jas.	O M	London
Semple, Humphrey A.	O C	Liverpool
Ledden, Walter	O C	Liverpool
Crombie, Wm. P.	O C	Liverpool
Armstrong, Wm.	1 M	Liverpool
Williams, Sylvanus	O C	Plymouth
Clark, Henry N.	O C	Plymouth
Endacott, Jas.	O O	Plymouth
Davies, Evan	Ex. C	Plymouth
MacKay, Wm.	2 M fore and aft	Swansea
James, Jas.	2 M	Swansea
Phillips, Geo.	O C	Swansea
Morris, Evan	1 M	Swansea
Furneaux, Geo.	2 M	Plymouth
Slade, Jas. S.	2 M	Plymouth
Gibbs, Joseph	1 M	Plymouth
Strain, Geo. D.	2 M	Liverpool
Whyte, Bryce	2 M	Liverpool
Dean, Wm. J.	1 M	Liverpool
Steele, Joseph G.	1 M	Liverpool
Bennett, Robt.	1 M	Liverpool
Robin, Eugene	1 M	Liverpool
Thomas, David	1 M	Liverpool
Unwin, Chas. W.	1 M	Liverpool

## HOME TRADE.

Acherton, Jno. Mate Liverpool

## ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Cooper, Chas. R.	2	London
Crichton, Jno.	2	London
Hangan, Lorents	1	London
Morison, Donald	1	London
Ferguson, Jno. Jas.	1	London
Wallace, Alfd. Wm.	2	London
McMahon, Gerald R.	2	London
Charlton, Chris. Jas.	2	London
Downes, Jas. H.	2	N. Shields
Fredericks, Otto	2	N. Shields
Hall, Wm.	2	N. Shields
Sjogren, Carl G. V.	2	N. Shields
Black, Henry Guy	2	N. Shields
Walker, Christopher L.	2	N. Shields
Harker, Wm. S.	2	N. Shields
Fairbairn, Archd. F.	1	N. Shields
Brider, Jno. E.	2	Liverpool
Thompson, Alfd. R.	1	Liverpool
Preston, Rowland	1	Liverpool
Macpherson, Edwd.	2	Glasgow
Devlin, Peter	2	Glasgow
McKenna, Jas.	2	Glasgow
McKenna, Jas.	1	Glasgow
Reid, Duncan	1	Glasgow
Thompson, Walter	1	Glasgow
Tindall, Andrew	1	Glasgow
Colquhoun, Jno. P.	1	Glasgow
Blackwood, Archibald	1	Glasgow
Crichton, Robert	1	Glasgow
Stewart, John West	1	Glasgow
Sara, Evan	1	Falmouth
King, Arthur	2	Greenock
Carson, Saml. H.	2	Greenock
Ferguson, Robert	1	Greenock
Clark, Thos.	1	Greenock
McCashell, Norman	2	Leith
Christison, David	2	Leith
Sawden, Jno.	1	Leith
Runciman, Jno. S.	1	Leith
Rogers, J. S. Jno.	1	Leith
Jeffrey, Jno.	1	Leith
Wilson, David	1	Leith
Lawson, Jno.	1	Leith

THERE are about 300 Englishmen employed in the new shipbuilding yard of Sir C. M. Palmer, at Bilbao, constructing ironclads for the Spanish Government.

## NOTICES.

SEAFARING, published every Saturday, price one penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription :—

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All subscriptions must be paid in advance.

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## TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minories, London, E.

All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom remittances must be made payable. (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

## SEAFARING MEN

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To provide for the Safety of Ship's Work ;

To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work ;

To provide assistance in case of Illness, Accident, and Shipwreck ; and

To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are :—

ABERDEEN.—Jas. C. Thompson, 58, Ship-row.

ARBOATH.—J. Wood, 14, Wharf-st., Montrose.

ARDOSSAN.—W. Galbraith, 50, Princes-street.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening 7 p.m. at office.

BELFAST.—R. Price, 56, Corporation-street.

BIRKENHEAD.—Alexander Shepherd, 12, Taylor-street.

BLYTH.—James Heatley, 9, Market-street.

BO'NESS.—John Adamson, Jun. (agent *pro tem.*), South-street.

BRISTOL.—J. Fitzpatrick, 48, Prince's-street.

BURNTISLAND.—Jas. Moody, 12, Somerville-st.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary ; Dr. De Vere Hunt, Sophia-gardens, medical officer ; Jones, Esq., solicitor.

CORK.—Michael Austin.

DUBLIN.—John Dench, 87, Marlboro'-street.

DUNDEE.—H. Kendrick, Mariners' Hall, 48, Candle-lane.

FLEETWOOD.—J. Donovan, Sailors' and Firemen's Union, Warren-street.

GLASGOW.—M. E. Darby, 13, James Watt-street.

GOOLE.—W. R. Chappell, 28, Boothferry-road ; John J. Dunne, Esq., Boothferry-road, solicitor.

GRAYS.—Wm. Wall, 18, Charles-street.  
GRAVESEND.—J. Wildgoose, 5, Queen-street, GREAT GRIMSBY and HUMBER DISTRICT.—Wm. Young, 33A, Cleethorpe-road, secretary ; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—J. McDade, 7, Friars-lane.

GREENOCK.—E. Donnelly, 16, East India Breast.

GRANGEMOUTH.—Chas. C. Byrne, Masonic Hall,

Grange-street, Secretary ; Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting

Tuesday evening, 7.30 p.m., in Masonic Hall.

HULL.—Jas. Hill, Unity Hall, Prince-street, Dagger-lane, secretary ; Mr. Leonard Hodgson, outside delegate ; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting Friday evening 7.30.

KING & LYNN.—Wm. Bennett, 14, South-street. LEITH.—R. Smith, Trafalgar Hall, 54, Bernard-street. Meeting Thursday evening 7.30.

LIVERPOOL (South End).—Wm. Nicholson, Malakoff Hall, Cleveland-square.

LIVERPOOL (North End).—T. Connerty, 118, Derby-road, secretary ; Dr. Leet, Derby-road, Bootle, medical officer ; Tetlow, Esq., solicitor.

LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting Friday evening 8 o'clock.

LONDON (Tower Hill).—R. Pleasance, King-st., Tower Hill. Meeting Tuesday evening 8 o'clock, at 263, Cable-street, Shadwell.

LONDON (Green's Home Branch).—T. H. Clark, 9, Jeremiah-street, East India-road, E.

LONDONDERRY.—A. O'Hea, 27, William-street.

MARYPORT.—John Smith, The Coffee Tavern, Irish-street.

MONROSE.—John Wood, 14, Wharf-street. Meeting Monday evening, 7.30 p.m., at office.

MIDDLESBRO'.—George Cathey, Robinson's Market Hotel, Market-place.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side.

NEWPORT (Mon.).—F. Gillman, 31, Ruperra-st.

PLYMOUTH.—National Sailors' and Firemen's Union Office, Woolster-street, near Shipping Office.

PORT GLASGOW.—E. Donnelly, 16, East India Breast, Greenock.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary ; G. Cowie, assistant secretary ; Dr. Robson, medical officer, 1, Regent-street ; solicitor, R. Jacks, Esq., King-st. Meeting nights, Monday and Friday, at 7 p.m.

SHIELDS (North).—George Stewart, 8, New Quay.

SOUTHAMPTON.—J. Nash, High-street Chambers, 80, High-street.

SUNDERLAND.—W. Lonsdale, Prospect-row, near Snapping Office. Meeting Monday evening 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-street.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting Friday evening, at 7 p.m., at office.

WHITEHAVEN.—John Smith, Maryport.

WORKINGTON.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

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	£	s.	d.
Sailors and Firemen	4	10	0
Cook and Boatswain	5	5	0
Lamp Trimmer	5	0	0
Steward and Carpenter	6	5	0
Donkeymen (Overtime extra)	5	10	0

## STEAM, WEEKLY.

	£	s.	d.
Sailors and Firemen	1	12	8
Carpenter and Steward Cook	1	16	0
Lamp Trimmer	1	15	0
Donkeymen (Overtime extra)	1	16	0

## SAIL, SOUTHWARD.

	£	s.	d.
Sailors	3	10	0
Cook and Boatswain	4	10	0
Steward	5	10	0
Ordinary Seamen	2	10	0
Carpenter	6	0	0

## SAIL, WESTWARD.

	£	s.	d.
Sailors	4	0	0
Cook and Boatswain	4	15	0
Steward	5	15	0
Carpenter	6	0	0
Ordinary Seamen	3	0	0

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Entrance Fee, 10s. on January 1st, 1890.

DAVID CLEMENT, Secretary.

MEETING NIGHTS :—Mondays, at 7 p.m.

SOCIABLE on Fridays, at 7 p.m.

December 14, 1889.

## SEAFARING.

9

**R. WHITE,  
WHOLESALE  
CABINET  
AND  
BEDDING  
MANUFACTURER,  
70, 72, & 74, Rathbone Street,  
CANNING TOWN, LONDON, E.**

*Houses Furnished from 10  
to 100 Guineas.*

**ALL GOODS WARRANTED.  
SPECIALITIES IN  
SEAMEN'S BEDDING.**

**PURE WOOL BEDS,  
4/6, 5/6, 6/6, 7/6 each.  
BUSH RUGS & COLOURED BLANKETS**

*sent free to any part of the Kingdom on receipt of  
P.O. Order. Prices, 3/9, 4/9, 5/9, 6/9.*

**FEATHER BED,  
BOLSTER AND TWO PILLOWS,  
In Linen Tick, 56lb., warranted good and free from  
dust, sent carriage free on receipt of Post Office  
Order for**

**£2 10s.**

**R. WHITE,  
70, 72, & 74, Rathbone Street,  
CANNING TOWN, LONDON, E.**

**263, CABLE STREET,  
SHADWELL,  
LONDON.**

**GRAND CONCERT  
AND  
Distribution of Prizes  
FOR CHRISTMAS,  
Will be held at the above,  
ON FRIDAY, DECEMBER 20th, 1889,  
In aid of the**

**BANNER FUND  
OF THE TOWER BRANCH  
OF THE SAILORS' AND FIREMEN'S UNION.  
TICKETS, 2d. EACH. BOOKS OF 14, 2s.  
CONCERT COMMENCE AT 8 Sharp.**

**UNION OF SHIPMASTERS  
AND OFFICERS  
OF GREAT BRITAIN AND IRELAND.**

**HEAD OFFICE:  
33, Market Place, South Shields.**

**MEMBERS CAN BE ENROLLED  
AND CARD RETURNED**

*By forwarding entrance fee, 5s., and 4d. for card  
and rules of membership, by postal order.*

**Geo. T. Luccock,  
Assistant Secretary,  
Pro J. H. WILSON.**

## NOTICE.

*Union Men are requested to board only  
at boarding houses which are advertised in  
"SEAFARING." Members having com-  
plaints against Boarding Masters must  
send them in to the nearest Branch  
Secretary.*

*By order of the Executive, Sailors' and Firemen's  
Union,*

**J. H. WILSON, General Secretary.**

*The names and addresses of the keepers  
of Seamen's Boarding-houses will be inserted  
in SEAFARING at the rate of 2s. each per  
week, payable in advance. These adver-  
tisements are intended as a Directory to  
seafaring men, so that on arriving at any  
port they have only to refer to SEAFARING to  
find where they can be comfortably boarded  
and fairly treated. No Seamen's Boarding-  
house will be advertised in SEAFARING on any  
terms unless recommended by the Branch  
Secretary of the Sailors' and Firemen's  
Union in whose district the house is  
situated.*

## WHERE TO BOARD.

## UNION BOARDING-HOUSES.

CARDIFF.—Seamen's Institute, West Bute-street.

GLASGOW.—John McInnes, 12, Anderston Quay.

„ James Bracken, 182, Broomielaw.

HULL.—J. Ward, 17, Osborne-street.

NEWPORT, MON.—James McLaren, 2, North  
Marion-street.

NORTH SHIELDS.—Mrs. M. Jones, 31, Duke-  
street.

SOUTH SHIELDS.—Sailors' and Firemen's Union  
Boarding-house, 81, East Holborn.

SUNDERLAND.—Wilson's Temperance Hotel,  
174, High-street East.

## MEMBERS DESIROUS OF OBTAINING A

**PHOTOGRAPH  
OF THE  
GENERAL SECRETARY,  
CABINET SIZE,**

*CAN DO SO BY APPLYING TO*

**Mr. W. M. MAXWELL,  
174, High Street East,  
SUNDERLAND.**

**Union of Certificated  
Shipmasters and Officers  
OF  
GT. BRITAIN AND IRELAND,  
34, Bernard Street, Leith.**

**CAPT. W. TOSH, Hon. Sec.**

**N.B.—On remittances of 5/4 being  
forwarded by Postal Order to the  
above address, Members at a distance  
will be enrolled. Rule Book and  
Card forwarded to any address in the  
United Kingdom.**

## NOTICE!

*All Sailors, Firemen, Greasers,  
and Donkeymen wishing to  
sign in A. Holt & Co.'s China  
Boats must first be UNION  
MEN, and produce their Cards  
before signing to either Secre-  
taries or Delegates who may  
demand them. Any man sign-  
ing and not turning up at the  
appointed time will be fined  
£1, or any man going on board  
drunk and incapable will be  
fined 5s. Such fines will be  
strictly enforced.*

**A. SHEPHERD,**

*Branch Sec., Birkenhead.*

## NOTICE

*The contract for the PRINTING  
of "SEAFARING" has been  
TRANSFERRED to Messrs.  
Perkins Bacon & Co., Limited,  
36-40, Whitefriars-street, London,  
one of the UNION FIRMS re-  
commended by the London  
Society of Compositors.*

## Seafaring.

SATURDAY, DECEMBER 14th, 1889.

## NOTICE.

*Correspondence and Branch Reports  
which do not reach us until Thursday  
cannot be guaranteed insertion the  
same week.*

*WERE anything wanting to attest the  
formidable strength and growing power of  
the National Amalgamated Sailors' and  
Firemen's Union of Great Britain and  
Ireland, it might be found in the screeching  
of one of the shipowners' journalistic mouth-  
pieces, the *Shipping Gazette*. Finding  
that the sailors and firemen—so far from  
paying any heed to its curious logic, that  
while combination is good and wise in the  
case of shipowners, combination is wicked  
and foolish in the case of sailors and fire-  
men—are every day perceiving more and  
more clearly the value of combination, the  
*Shipping Gazette* is very angry. And well,  
indeed, it may be, for "nobody seems a  
penny the worse," and it must be exceedingly  
exasperating to be laughed at after going  
to the trouble of foaming at the mouth.  
Persons who are fighting a losing battle, as  
the *Shipping Gazette* is, are apt to lose  
temper and wax angry. It is very undignified,  
of course, but it is also very natural;  
wherefore some allowance may be made for  
such outbursts. The fact, however, remains,  
that it is a great mistake to write publicly  
on any subject when you are angry about  
it. "Never write on any subject till you  
have first thought yourself hungry on it,  
and read yourself full of it," is excellent*

advice, which, if followed, will not leave much room for the display of temper. It may be said that it is easy for us on the winning side to be good tempered. But, making all due allowance for the natural irritation of the vanquished, the losing side seems to us most foolish to confess, as it virtually does, that misrepresentation and abuse are its only literary weapons. These are the weapons employed by the *Shipping Gazette* against the Sailors' and Firemen's Union, whose success is thus rendered doubly sure. That journal seems to have secured as an ally a Shipmasters' and Officers' Union whose London representative was expelled from the Sailors' and Firemen's Union, proceeded against for appropriating some of its money, and when ordered by the Court to return the same, pleaded that he was living on credit. How his Union is living does not appear; but a correspondent of the *Shipping Gazette*—who is understood to be the solicitor to the Union—writes to the Editor of that paper: "Let me correct the error into which you have fallen in supposing that the National Amalgamated Union of Certificated Officers was established to follow in the footsteps of the Seamen's and Firemen's Union. This Union has no such purpose, nor does it intend to resort to the usual methods of Trades Unionism." The italics are ours, and we employ them to call special attention to this declaration. Whether the London agent of this wonderful organisation, who is not a certificated officer, will be allowed to take his seat in the London Trades Council—to which it is reported he has been elected—remains to be seen. Meanwhile, shipmasters and officers, before joining, would do well to take note that this so-called Union, which repudiates the methods of Trades Unionism, is in no way connected with the Shipmasters' Society, the Mercantile Marine Service Association, or the Shipmasters' and Officers' Union of Great Britain and Ireland, 33, Market-place, South Shields, of which Captain Lucock is the secretary, and Mr. Plimsoll an honorary member. Perhaps some of the shipowners will hardly relish the alliance between the *Shipping Gazette* and the so-called "National Amalgamated Union of Certificated Officers," although it is avowedly antagonistic to the Sailors' and Firemen's Union. In any case, the unnatural alliance cannot ultimately do much good to either side, nor even last very long, promising as the honeymoon may appear. The fact remains, too, as we have already said, that abuse and misrepresentation are but ineffective weapons. Yet, as we have also already said, such are the weapons of the *Shipping Gazette*. The General Secretary of the Sailors' and Firemen's Union being responsible to its members, it is for them to decide whether he has acted rightly or wrongly in the matter of the threatened strike of gas stokers and coal porters. But the *Shipping Gazette* must needs put in its oar—misrepresenting the facts of the case altogether—and try to shake the confidence of the members in the General Secretary. This petty dodge must, of course, utterly fail. Few things could increase the members' confidence in Mr. Wilson more than it will be increased by the abuse and misrepresentation of the *Shipping Gazette*, which by thus unconsciously contributing to the Wilson Testimonial Fund and the success of the Sailors' and Firemen's Union, foolishly defeats its own ends and advances ours. It is not true that either Mr. Wilson or any other official requires the members of

the Sailors' and Firemen's Union "to join in any other strike that might arise amongst other classes of labourers." Mr. Wilson has simply agreed that members of the Sailors' and Firemen's Union shall not take coal laden ships to ports where the coal porters are not Union men, while the coal porters in turn agreed not to unload such ships unless their crews belong to the Sailors' and Firemen's Union. This is a very different thing from requiring members of the Sailors' and Firemen's Union to join in any strike that may occur amongst other classes of labourers. The strike in this instance will be the fault of the capitalists, as strikes usually are; and as the strike turns on a question of such vital importance to Trades Unionism as collective bargaining, the strike will command deep sympathy amongst Trades Unionists.

#### NAUTICAL NEWS.

NAVIGATION closed for the season at St. Petersburg December 7.

The platers' helpers in Messrs. Russell and Co.'s yard, Greenock, are on strike.

MESSRS. DENNY AND CO., of Dumbarton, will raise their engineers' wages next year.

CAPTAIN GEORGE THOMAS LUOCK, of South Shields, has been enrolled an honorary member of the United Kingdom Pilots' Association.

AT Lowestoft, William Gerard, smacksman, has been fined £2, as the master of the Lowestoft trawler *Progress*, for not having exhibited proper lights at sea, in accordance with the regulations provided under the Merchant Shipping Act.

AT Glasgow, Duncan McCallum and Donald Kelly have been convicted of intimidation. There was a dispute pending as to a halfpenny per hour advance among the dock labourers on the steamer *Dunara Castle*. The accused watched for men who were working on the steamer, and assaulted two of them severely. Find £5 each, or 30 days' imprisonment.

THE Maritime Conference, by 15 to 4, has decided to have a special fog signal for vessels not under command or laying or picking up telegraph cables. No signal was chosen, this being referred to the Committee on Sound Signals.

A NOVEL kind of punishment is reported on the Pacific station. A marine serving on one of the ships of the squadron lying in Esquimalt harbour was caught in the act of washing his clothes while on sentry duty, and by way of impressing upon him the heinousness of his offence he was dressed in full marching order, with his pack at his back, and compelled to parade for two hours, along the narrow passage left between the slung hammocks.

THE Maritime Conference has unanimously adopted a resolution declaring it inexpedient to adopt course-indicating sound signals.

THE new mail steamer *China* has arrived at San Francisco, having made the passage in 12 days 18 hours, thus beating all records by nearly twenty-four hours.

ASSISTANT PAYMASTER Thomas J. Cowie, U.S.N., has prepared a Bill for the reorganization of the navy. It will come again before Congress this session. The Bill unites the service line and staff; 98 3-10 per cent. of 700 votes recorded favour the Cowie Bill. It is claimed that this Bill will benefit the personnel of the navy and do justice to all corps and grades.

WITH the co-operation of the National Sea Fisheries Association, the National Lifeboat Institution have determined upon carrying out an extensive series of experiments with a view to determine the limits and nature of the property that oil possesses of preventing the friction of the wind on the water, and thus calming rough seas. The experiments will be conducted from the boats engaged in conveying fish from the smacks to the carriers.

THE cutting of a canal to take vessels drawing 10 feet, between the White Sea and the Lake Onega, is under consideration in Russia. This would afford direct communication, via the Neva and the Svir, between the Gulf of Finland and the White Sea.

IT is stated that Mr. E. C. Twiss, the stipendiary magistrate of Hull, has been offered the post of Wreck Commissioner, which has been vacant since the death of Mr. H. C. Rothery. The salary attached to the position is £1,500, with travelling allowances. Of course no practical seaman need apply. The pay is too good.

THE work on the North Sea Baltic Canal is being pushed forward with great energy.

THE Board of Trade have awarded their silver medal for humanity in saving life at sea to William Dyer, master of the steamship *Ben Voilich*, of North Shields, in recognition of his services in rescuing the crew of the steamship *Black Watch*, of Cardiff, which foundered at sea on November 11, 1889.

AT a meeting of the Barry Pilotage Authority, held on 5th December, at Cardiff, the question of licensing pilots was considered at considerable length, and ultimately it was decided to limit the number to 50, and that licenses should be granted to 13 Cardiff pilots who at present hold similar appointments under the Cardiff Pilotage Board and four Newport pilots.

A SERIOUS fire, attended by loss of life, has destroyed the pier belonging to the National Steamship Company at New York. No damage was done to the shipping, the *Holland* having been towed into the river to escape the flames. The loss is estimated at \$125,000. Four men were killed and 12 others injured.

THE Gloucester dock labourers, who had been out on strike more than a week, returned to work on Monday, concessions having, it is reported, been made on both sides.

THERE was an exceedingly low tide in the Thames last Monday morning. At London-bridge the water was reported to be 20 feet 7 inches below Trinity high-water mark. The Victoria Steamboat Association's vessels were considerably delayed, and five ran aground—four at Vauxhall and one at London-bridge.

NEARLY all the dock labourers in Maryport struck work on Saturday night, in consequence of some non-union men being employed in discharging vessels. The union men were in a great majority, and on throwing up their work they made a demonstration. The strike is not likely to be speedily settled.

SUCH great changes have taken place in the entrance to the Thames by way of the Prince's Channel leading up from the North Foreland, by the shifting of the sand-drifts, that the Trinity-house authorities have taken steps to alter the position of the buoys and lightships, and these alterations will come into operation on the 18th inst. Both the Tongue and the Prince's Channel Lightship will be moved two miles to the eastward. A corresponding alteration has been rendered necessary to a considerable number of buoys which have hitherto marked the position of the sand-banks.

AN anchor similar to those now used for small yachts has been dredged up from a considerable depth in the bed of the River Itchen, near Winchester. Close to it were found some Nuremberg, or abbey tokens, and not far away were some massive oaken piles. It is supposed that these remains belong to the time when the River Itchen was navigable from Winchester to Alresford, a navigation which was restored at the time of Richard Coeur de Lion.

A PILOT reports that about 5 o'clock on Sunday afternoon, whilst in charge of the schooner *Netherton*, at anchor off the Maplin Sands, he was boarded by a launch, with 25 men, belonging to H.M.S. *Australia*, lying in Sheerness Harbour. It appears that they left the vessel about 2 o'clock, intending to land at Garrison Point, but lost their bearings owing to a fog, and wandered further and further from their destination until they came up with the schooner, some 12 miles out of their way. They were hospitably received on board, and after getting full directions as to their course, re-embarked with hearty cheers for the schooner's officers and crew.

AT the annual social gathering of the Port Glasgow shipwrights, Mr. William Duncan (in the absence of Mr. William Hamilton) occupied the chair, and in the course of his address he said our enormous mercantile marine is growing so quickly that it is safe to say Britain has built and owns three-quarters of all the tonnage in the world. Fifty years ago, in the days of entire wood shipbuilding, America and some of the Continental nations could build as good and as cheap ships as we could. Then there would not be 5,000 tons of iron vessels built in Great Britain. In 1859 there were 35,000 tons of iron vessels built on the Clyde alone. Or, taking the entire product of the British Isles, there were about 100,000 tons built, while this present year for the Clyde alone the tonnage will be about 350,000 tons—(applause). And when the returns are all complete for the different shipbuilding ports in the British Isles it will be found that nearly 1,000,000 tons of merchant shipping have been built this year, and this not only for ourselves, but for other nations as well; and the very nations who were our keenest rivals in the days of wood shipbuilding are now our customers. And all this in half a century! A concert followed.

## SOUTH SHIELDS BRANCH.

The usual weekly meeting was held 9th December. After the minutes of the previous meeting were confirmed, the announcement was made that we had enrolled 89 new members for this branch and 13 for non-local branches during the week. After we had gone through the general business, the general secretary, Mr. J. H. Wilson, arrived on the scene. Evidently he meant business, as we soon found out. He explained the requests of the gas stokers, which we think are fair and just, and that the coal porters were going to assist, and that the seamen should also assist the furthering of Trades Union principles. After some discussion the following resolution was unanimously passed:—“That the members of the South Shields branch of the N. A. S. and F. Union, if need be, pledge ourselves not to carry cargoes of gas-coal to London.” After some discussion, a vote of thanks was given to the general secretary, as he was going off to London with the next train, and the meeting terminated. A correspondent writes from this branch:—“One wonders how there should be so much difference in the entrance fees of different branches which I see in SEAFARING. I notice that members joining at South Shields branch for other branches ask what the entrance fee is. The reply is 7s. 6d. Now I, for one, don't know what prevents the Union from having an all-round entrance fee, say 10s., now that the Union has got a hold, and every man, whether Union or non-Union, has had financial benefits and long enough to join at the low entrance fee. I am sure the higher price you give for a thing you think the more of it. It looks so at Shields, where we have enrolled during the week 102 members. Another thing that I don't see at other branches which I've had occasion to be at, is that the secretary puts the branch stamp on all the new members' discharges, which I think is a safeguard against fraud.” Connected with this branch there is a floating secretary, in the person of Mr. J. Longin, who has charge of the Union steam launch. As he has enrolled many members and done good work we give his portrait so that he may be better known.



Mr. Longin's address is 7, Anderson-street, Coshorne Town, South Shields, we are asked to state.

## SUNDERLAND BRANCH.

This branch held their usual weekly meeting 8th December, at 174, High-street, East. Mr. F. Hines in the chair, there being a very large attendance of members. Mr. Lonsdale reported that there had been 19 new members enrolled in the past week, and also said that the income in the past week was larger than it had ever been yet, and he had every reason to think this quarter would be the largest income of any yet. Correspondence was read from Cardiff, also from Messrs. Taylor & Sanderson, complaining of the conduct of three members who had failed to join their ship after signing articles. The members declared that they would do their level best to put down the custom of men failing to join their ships. Mr. J. H. Wilson attended the meeting and addressed it at length on several important questions in connection with the Board of Trade, and also other questions. Complaints were made against several members, and they were fined 10s. each for breaking the rules of the Union.

We have received the following correspondence for publication:—“Middlesbrough, 2nd December, 1889, 14, Rutland-street. Mr. Brown, Dear Sir,—We beg leave to address you regarding the small present which we instructed Mr. Cathey to present you with on Saturday last. We hope you will kindly accept it as a small effort on our part to show how fully we appreciate the value of your kind professional services so freely rendered in our recent trial; at the same time we beg you will accept our sincere thanks and best wishes.—We are, dear Sir, yours faithfully, on behalf of the crew of s.s. *Dione*.—W. Longstaff, C. Corkish, G. Young.”

“Solicitors' Offices, 57, Villiers-street, Sunderland 6th December, 1889. Dear Sirs,—In answer to yours of the 2nd instant on behalf of the crew of the s.s. *Dione*, I beg to tender you my sincere and heartfelt thanks for the handsome present that they have given me. In acting for members of the Union I have always felt a strong personal interest in their welfare, and consider them as friends rather than as clients, and I am thankful to the crew of the *Dione* for having recognised this feeling on my part by their testimonial. As one of the chief promoters of the Union I worked hard in its interests at a time when for many months it seemed impossible to surmount the difficulties in starting it. I have had many opportunities of conversing with owners, and I feel certain that I have been of great service to the Union in convincing many that it is their interest to help rather than oppose us, and that the rules of a Union that require men to be sober and ready for work at the appointed time must be beneficial both to employers and employed, and that the opportunity that owners now have of reporting the misconduct of Union men to the central office is a guarantee of good conduct that owners have now for the first time obtained. Doubtless there is much prejudice still to be overcome, and if owners would help the Union in their efforts to supply good men instead of employing scabs for the purpose of opposing the Union, they would in the long run be very much into pocket, and the hands of the Union would be strengthened in excluding from its ranks men who are disgrace to their profession. Again thanking you for your kind acknowledgment of my services. I am, dear Sirs, yours faithfully in unity, T. Watson Brown, solicitor to the Union. To Messrs. W. Longstaff, C. Corkish, and G. Young, 14, Rutland-street, Middlesbrough.”

## NEWPORT BRANCH.

Mr. J. H. Wilson, general secretary, visited Newport, 5th December, and attended the branch meeting when he delivered an able address on the different subjects that were before the branch. He stayed with us on Friday and took the shipping office by storm. Mounting a chair opposite the office, he delivered an address to the crowd pointing out the advantages of being members of the Union, the result being that we have since enrolled eighty members, and wages have advanced 10s. About 10 o'clock the captain of the *Isle of Hastings* came to the shipping office to sign on the remainder of his crew. Mr. Wilson in the meantime had taken the precaution to take the whole of his men to the other side of the road opposite the shipping office, and he called on all men not to sign until they obtained the rate of wages asked for. It was found then that some men were in arrears, and they were advised to pay up their contributions before they would be allowed to ship, and, moreover, until they did so Union men would not be allowed to sail with them. The captain of the *Isle of Hastings* again applied for men, and he was informed that until such time as his crew joined the National Union he could have no men. His reply was that he did not intend to employ Union men, but after one hour's delay he advised the men to join the Union, and stepped over to the office and paid the entrance fees himself. The captain then asked if he would be “all right now” for signing on his crew, but he discovered that the wages had been raised that morning 10s. per month. Eventually it was agreed to give £4 10s., but after going into the shipping office the captain (thinking his troubles were at an end) found the dockman's wages would have to be £5 10s. instead of £5. After another stoppage this was agreed to also. The captain of the *Lancaster* then applied for permission to sign on a crew, and he was informed that they must be all Union men. He had signed on three firemen and four sailors at £4 a month; but he was told he would have to discharge them and sign on fresh hands. However, it was agreed afterwards that the men who signed in Liverpool should join the Union and be signed off and on again at the Newport rate, which was done. Mr. Wilson spotted a large number of men who had made up their minds not to join, and it was amusing to see them running to secure the “necessary” from the boarding masters and boarding mistresses in order that they might clear up their books and get a ship. After the victory gained at the shipping office, Mr. Wilson addressed the members. He said he was sure they would be satisfied with his fulfilment of the promise which he made to them the evening before, and he thanked them for their co-operation in achieving such an admirable and triumphant end. Newport is now making splendid progress, and promises to be one of the finest branches in the Union. In Mr. Gilman they have secured a capital secretary, and

one who is well able to look after their interests. Mr. Gibb, their treasurer, also takes a keen interest in the branch.

## BRISTOL BRANCH.

The boom in Union principles which has occurred lately in this port is as marvellous to our enemies as it is creditable to the seamen themselves. Let enemies know that the Union is founded upon the Rock of Justice, and their puny energies in striving against it, whatever may be the motive, must be as disastrous to themselves as was the fate of Lucifer when, in his envious pride and folly, he had said, “I will be like the Most High.” As justice was the guiding principle in the expulsion from Paradise of fallen angels, so would now mercy be thrown away upon discredited and defeated enemies, who, having failed to harm, with every infernal agency at their command, the Union in this port, now sue for terms. Union men's answer shall be: “Your enmity, gentle sirs, is and has been a high compliment; now perish in the collapse of the fabrics of falsehood you have reared. Your opposition has been the official stamp of justice and integrity, as your advocacy would mean collapse and ruin.” The tugboat hands of the port who have lately joined the Union have, through the committee of the branch, formulated their claims for a rise of wages upon the basis of regular weekly wages, as follows, viz.—Captains, £2 2s.; drivers, £2; deck hands and firemen, £1 10s. 4d.; every alternate Sunday off. If employed on the Sunday off, one day's pay additional to be paid as overtime. If required to get ready and not proceed, one half day's pay additional to be paid. No diminution of wages while lying in dock. The committee to be vested with full power to secure ratification of those terms, which shall be in force from 7th December. These terms were submitted by the committee to the various tugboat owners on the 29th ult., and receiving no answer the secretary wrote them upon the 6th inst. that the committee interpreted the silence on the week's notice submitted as conceding the terms, and should advise the men if the owners took no further action, to continue working, claiming payments on the new scale on the 14th for the week worked, and so the matter remains, with the exception of a solitary owner of a solitary tug, who, on being approached by the secretary as he met him in the street, suggested to him such an ignoble use of his papers and notices as shall here be unmentionable, following this up next morning with a lawyer's letter, setting forth pains and penalties if this bad Union should bring about a breach of contract on the part of his employés. The secretary has replied to the gentleman of the long robe that the danger of any action comes from this side, and only then if Captain Roberts refuses to pay the terms he has legally accepted, by allowing his men no share last Saturday morning. During his stay in Bristol Mr. J. H. Wilson has effected an amicable settlement of the vexed question as to where a dock labourer's work ends, and a sailor's begins, and under the terms of this arrangement all sailors' work, rigging, hawking, transporting vessels, etc., passes over to National Union seamen, and seafaring men, who have been led away from the true issues by specious arguments of outsiders. Thus will be observed the first principle of Trades Unionism, “Every man to his own trade.” At the weekly meeting of the branch, which was held at the “Old Steadfast,” Bedminster-parade, on the 9th inst., Bro. James Stanley in the chair, the following resolutions were passed unanimously:—“That the best thanks of this meeting of National Union Seamen are herewith tendered to Mr. H. Williams, for the motion he has brought on in the Town Council regarding a resolution lately passed by the Trades Council of Bristol, referring to the compulsory pilotage area of the port, and trusts that his efforts to maintain the present safeguard to life and property approaching and departing from our dangerous coast and channels may be crowned with success.” And “That on and after the 16th of December it is hereby declared the entrance fee for the Bristol branch shall be 10s. 6d.” Branch secretaries please take notice.

## NORTH SHIELDS BRANCH.

At the weekly meeting of this branch, after the minutes of the previous meeting were adopted, and the usual routine business transacted, Mr. Nicholson moved, and Mr. Armour seconded, that a copy of the photo of the delegates to congress at Cardiff be framed and hung up in the office, so that all the members might see the phisogs of men who represented them.

Mr. Jacks is solicitor for this branch as well as for South Shields. Our medical officer is Dr. J. M. Robson, and our meeting nights Monday evening 6.30.

## GOOLE BRANCH.

At the branch meeting held 10th December, Bro. W. Field in the chair, the minutes of previous meeting being confirmed, the cases of two members were brought before the meeting; one, W. G. Stamp, who was on the books as a trimmer. He was reported as having gone steward in the *Glenmanna* at £1 per week, doing a proper steward and another Union man out of the job and £1 15s. per week. The next case was that of James Bean, fireman (who has shipped in one of the London boats), charged with blacklegging during strike. On the motion of Bro. Broughton, seconded by Bro. Gunn, the secretary was instructed if either of them wished to remain members, they be fined 10s. each. The secretary spoke for some time respecting forming a Dock Labourers' Union amongst the dockers. He thought it would be for the mutual interests of seamen and dock labourers that they should be united together in the bonds of union. He suggested that they should ask Mr. Burns or Mr. Tillet to come to Goole, and call a meeting of the dock-men for the purpose of forming a Union among them. There was nothing like striking whilst the iron was hot, and he found that the men were ripe for action, and he was anxious to see them formed into a good Union so that they could work together, and the capitalists would not have everything their own way. The *Glenmanna* had arrived in port during the week and was going round to London. The men who were Union men had offered to go by the run for £2, which the master would not give, wanting to ship men for the voyage, and then pay them off in London. The men refused to go on those terms. Eventually the master took her out with three coal trimmers aboard, one of them whose name was Sherwood, he was given to understand, was the boss of the gang. This would be remembered against them when the time came, and the dock labourers had a branch of their Union in Goole. Our meetings are held every Tuesday and Friday, at 28, Boothferry-road, at 7.30 p.m., chairman, W. Field; secretary, W. R. Chappell; solicitor, R. W. E. Whitehead, Esq., Bow Alley-lane, Hull.

## NEWCASTLE-ON-TYNE BRANCH.

At the general meeting held at Lockhart's Side, Newcastle, 9th December, Mr. A. McClure was voted to the chair in the absence of Mr. Mansell. It was proposed by Mr. Wm. Turner, and seconded by Mr. L. Prince, that Mr. Thomas Prince become a member of the Union. Carried unanimously. The minutes having been adopted, a discussion took place with regard to the s.s. *Earl of Aberdeen* and s.s. *Britannia*, in which the chairman and other members took part. Correspondence having been read, Mr. Henry Morin complained that he got discharged from s.s. *Juno* for being drunk on duty. He said that no man could prove that he had been drunk on duty. He also stated that he got paid off and never signed clear nor got his discharge. It was moved by Mr. Turner, and seconded by Mr. J. Mace, that this complaint stand over until Friday night's meeting, and that the secretary be instructed to summon the crew of the s.s. *Juno* to appear at that meeting for the purpose of hearing their statement concerning this case. It was moved by Mr. L. Prince, seconded by Mr. G. W. Richardson, that Peter Brack be summoned to Friday night's meeting to answer the charge laid against him for getting drunk and assaulting the second engineer of s.s. *Juno*. The Wilson testimonial was then brought forward. At the general meeting, 6th Dec., Mr. Worthington was voted to the chair. The minutes of previous meeting were adopted. Correspondence was read from B. Plummer, Esq., the Central Office, Dundee, Aberdeen, and other branches. Mr. Taylor proposed that with regard to the s.s. *Earl of Aberdeen* and s.s. *Britannia*, they should leave the matter in the hands of Mr. Mansell. Mr. J. Purvis seconded, and said that he hoped the best would be done to compel all to become members of the Union. Carried unanimously. R. Croxford and G. Blackett reported that they had been shipwrecked in the s.s. *Yeadford*, of London, on Rotterdam Bar, and lost part of their clothes. (Since then the shipwreck money has been paid). Mr. Worthington vacated the chair, and said that a man who was not eligible had joined the Union. He went first to Newcastle, and then to South Shields, and was rejected at both places. He then tried North Shields, and Sunderland, and at one place or other had joined the Union. He had never been in English ships before, and had only one discharge, which was the one he got out of the s.s. *Cornelia*. The crew wanted to stop the ship, but on the advice of Mr. Mansell they went away on the condition that he be discharged as soon as the ship returned. He (the speaker) believed that

certain men had been making a convenience of the Union, and he proposed that every man produce his discharge to the satisfaction of the secretary. Mr. Purvis seconded, and it was unanimously carried. Mr. Worthington also complained about overtime. He had been in a ship for some time and had worked on Sundays, and the owners object to pay the overtime. The men refused to work after 6 p.m., or before 6 a.m., or on Sundays. Owners have tried to employ labourers and found it a loss; and he asked that 1s. per hour be paid for Sundays, and 6d. per hour for every other day for overtime. He, as an Englishman, thought that Sunday work should be done away with. He thought that if Sunday was disregarded in England, the greatness of England would go down. A vote of thanks concluded the meeting. A law case was tried here, in which the second engineer of s.s. *Bothal* was charged with assaulting a fireman named Edmund Forster. Mr. Robert Jacks appeared in the interests of E. Forster. The second engineer was fined 10s., and costs. (See page 13.)

## DUNDEE BRANCH.

A meeting of the above branch was held on 9th December. Mr. Coullie occupied the chair for the evening. Correspondence having been read, and the minutes of the previous meeting having been adopted, Mr. McKendrick spoke to the meeting with regard to the ill-usage four firemen had received at the hands of the second engineer of the *Jasper*. The facts of the case were stated to be these:—Last Sunday this second engineer met a fireman (or called on him personally at his house) and told him that he wanted a couple of hands for the *Jasper*. This fireman said he could not go himself, but that he could recommend two for him. The second engineer said that would do just the same. This fireman (obliging, of course), went and called upon a mate of his, and told him that he had a job for him, if he liked, so he took it and got another fireman also. The two men got all the particulars about the job, and were to be down at a certain place and time, on Monday morning. When they came down at the time appointed, there was no second engineer to be seen. They waited thinking that he had forgot the time that he was to be there. But no. They had been played upon. They paraded the place nearly six hours, but no sign of him was to be seen. Altogether there were three lots for this one job, as he engaged another two men on Monday morning at the station, and told them to get their things and come on with the first train on Tuesday morning. A telegram was sent to the chief, asking if they should come on, but an answer came saying that he had engaged two hands himself, so that was three lots for the one job. This is rather hard on men, as they were put to a lot of expense and inconvenience. It was resolved that this second engineer should be made to suffer for it. Mr. Miller moved the following resolution, "That all vessels going to Newcastle with non-union men on board, set aside a day for the non-discharging of their cargo," this was seconded by Mr. Knight, and unanimously carried.

## BURNTISLAND BRANCH.

At a general meeting, held in the new office rooms, 12, Sommerville-street, on 9th December, there was a large attendance, and Mr. Alexr. Bannatyne was appointed chairman, in place of Mr. John McDonald, who has resigned. After the enrolment of eight new members, one paying £3 one 15s., and another 7s. 6d., the others the usual entrance fee of 5s., the secretary, Mr. Jas. Moodie, brought the case of the s.s. *Loch Ness* before the meeting. She had left Sunderland one deck-hand short, and shipped a foreigner in Kiel, who was willing to join our Union, and pay £1 for the first instalment, but the captain would not give him one copper to do anything of the sort, although the man had upwards of £2 due to him. But we managed to hook two other members out of the *Loch Ness*, independent of Capt. Thornton, who will perhaps be glad to acknowledge our Union if he is spared to visit this port much oftener, for we mean to keep a bright look-out for all such as he. After the general routine of business was over, a good amount of contributions was drawn, and the meeting adjourned at 10 p.m. We now number 390 members, and our little branch is in a flourishing condition.

## BLYTH BRANCH.

A report having been circulated reflecting on the character of Mr. Hall, late secretary to this branch, we are requested by the general secretary to announce that there is no foundation for such statements, Mr. Hall having resigned in an honourable and creditable manner, and his books, when audited by the head office, having been found correct. Members are requested to report to their branch any statements reflecting on Mr. Hall.

## LEITH BRANCH.

The usual weekly meeting of this branch was held on Thursday, 5th December, Mr. James Skinner presiding. The minutes of the previous meeting were adopted. A letter from Mr. Walsh, London District secretary, regarding the boats running between Leith and London, was read, which gave much satisfaction to the members. The usual weekly report of income and expenditure was read and adopted, and the chairman mentioned that the boilermakers of Leith had resolved to refund us the money paid for the loan of their banner at the demonstration. Bro. J. Bird moved that we tender a hearty vote of thanks to the boilermakers for refunding us the money and thus granting us the loan of their banner free. This was carried unanimously. After several short discussions the meeting was brought to a close. A special meeting was held 11th December to consider a resolution to be sent to the Board of Trade. The resolution, moved by Bro. J. Sutherland and carried unanimously, was as follows:—"That this meeting of sailors and firemen of this port strongly protests against the action of the Bristol Dock Company in seeking for powers which will enable them to abolish compulsory pilotage to and from that port, and are of opinion that such a concession will have the effect of endangering the lives of seafarers men."

## BARROW-IN-FURNESS BRANCH.

At the weekly meeting held on 9th December, the minutes of the previous meeting and correspondence having been read, it was proposed by Bro. Hunt, and seconded by Bro. McGrady, that members who are working ashore and paying three halfpence per week, wishing to join the sick and burial fund, be allowed until the 1st of March to pay up their arrears. It was next proposed by Bro. McGrady, seconded by Bro. Fitzpatrick, that fivepence per week include sick and burial, and all other benefits, and that these resolutions be sent to SEAFARING. The branch secretary writes: "Now, Mr. Editor, I have done as per instructions, but I would rather Wilson's testimonial was a little longer, than read some of the resolutions. One thing I do like to see in SEAFARING, and that is when a crew comes home to hear of them speaking of the captain and officers as gentlemen, and the food good, and plenty of it. Such is the report I have got from the s.s. *Crown*, which ship has just left here to load at Maryport."

## WEST HARTLEPOOL BRANCH.

The usual weekly meeting was held 6th December. The attendance, owing to the members expecting Mr. J. H. Wilson to be present, was the best on record. Mr. F. Nelson was voted to the chair. The minutes of the previous meeting were adopted, and the weekly financial statement voted satisfactory. Considerable dissatisfaction was expressed when it was found that the last train had arrived from Sunderland without bringing the general secretary, who had promised to be present. Many of the members had lost time and money on purpose to attend, and considered notice should have been sent. Ultimately it was proposed by Mr. Peart, that the secretary write and inform Mr. J. H. Wilson that the members of this branch are very much dissatisfied with him in neglecting to send a message when he found himself unable to keep his appointment. This was seconded by Mr. F. Hart and carried.

## GRAYS BRANCH.

The usual weekly meeting of this branch took place 4th December, Mr. Freeman in the chair. The minutes of the previous meeting having been adopted, it was proposed by Brother O'Neil, seconded Brother Taylor, that a levy of twopence per week be made to pay the contributions of some of our members who have been sick and unable to pay themselves, any balance to be left for the same purpose when required. The secretary then urged the members to make every effort to bring our forthcoming concert to a successful issue, as very much would depend on this our first attempt to form the nucleus for our Banner Fund. The meeting then closed with a vote of thanks to the chairman.

## GRANGEMOUTH BRANCH.

At the last weekly meeting of this branch the following resolution was unanimously carried: "That in the event of certain former members seeking to rejoin the Union, they shall not be re-admitted unless by a majority of three-fourths of the members on the

roll of the branch, the amount of fine to be settled in the same manner when the question as to their re-admission is decided." The recently formed Seamen's Union in Rotterdam is co-operating with us. A letter has been received from it requesting a list of black sheep in vessels trading to that port, and pledging its members to refuse to sail with them, or, if Hollander, to permit them to join the Rotterdam Union. A list of names, six in number, has accordingly been forwarded. The rate of wages of the port is steadily maintained, it having now been unbroken in a single instance for seven months.

#### MIDDLESBROUGH BRANCH.

At the meeting on 9th December, Mr. J. Hardy in the chair, the secretary reported that 17 new members had enrolled in this branch since last meeting; another new member was now enrolled on the motion of Mr. Sampson, seconded by Mr. Tweedie. Mr. Sampson moved, and Mr. Bolton seconded, that the minutes of the previous meeting be confirmed, which was carried. A discussion then took place as to the removal of the offices. Messrs. Hardy, Sole, Culpin, Allen, and Ayton taking part. It was finally decided, on the motion of Mr. George Taylor, seconded by Mr. Mucklow, that the premises at the back of the Market Hotel be taken as offices and reading room, two voting against.

**LIGHTERMEN AND WATERMEN.**—Last Tuesday Sir Michael Hicks-Beach, the President of the Board of Trade, received a deputation from the watermen and lightermen of the River Thames, with regard to the Bill to be brought before Parliament proposing to abolish the special rights and privileges of "the Master, Wardens and Company of Watermen and Lightermen." Mr. Alfred Lafone introduced the deputation, and Mr. Wigginton, Mr. Fairbairn, and Mr. Greenland urged the claims of the watermen and lightermen to have special privileges. They had, said one speaker, succeeded in beating the persons who had brought forward the Bill before, and they hoped to do so again. Sir M. Hicks-Beach, in replying, said that when he was first asked to receive the deputation he could not understand the reason, for the Government and the Board of Trade had taken no part in this matter. The notice of the Bill had been given by private persons who were interested in the Port of London, and as it at present stood, if the Bill was brought forward they would have to defend their position as watermen and lightermen against these private persons, and not against a Government department. Apart from the question of the strike, however, he thought there was a *prima facie* case for inquiry into the matter before Parliament. Already the Board of Trade had tried to legislate on the question of the monopoly of the river. He might be asked by the parties promoting the Bill to undertake it as a Government measure, and it would be for him to consider the arguments on both sides. There could be no doubt the House of Commons would fight out the Bill without Government interference. The deputation thanked Sir Michael, and withdrew.

**NEW ATLANTIC LINERS.**—There are now six fast steamers building (says *Iron*) which will press the *City of Paris* hard in keeping her position as the champion racer. The Hamburg-American line, whose twin propeller, the *Columbia*, made a new record of 6 days 18 hours and 10 minutes to Southampton on 14th November, will have a magnificent new twin-screw ship running in May next. She is to be called the *Normania*, and is now building at the yard of Messrs. John Elder & Co., the constructors of the *Etruria* and *Umbria*. The *Normania* is a little smaller than the *City of Paris*, being 520 feet long, with 59 feet beam, and 38 feet depth of hold. She will have 16,000 indicated horse-power. She will be launched in March next. The keel of her sister ship is being laid by the Vulcan Shipbuilding Company, Stettin. This vessel will not be ready to run until the spring of 1892. She will be called the *Venetia*. The French line also has a big twin-screw ship on the stocks, which will probably be running next summer. She is called the *Touraine*, and is to be several thousand tons larger than any of the fine single screw ships of the French line which hold the record between New York and Havre. The White Star steamship *Majestic*, a sister ship to the *Teutonic*, will be ready to do battle with the *City of Paris* next spring. The Cunard line will also put two twin-screw boats in the field to win back the lost laurels of the *Etruria*. Their names have not been selected. They will take the place of the *Serria* and the *Aurania*, which will do duty between Liverpool and Boston.

#### SHIPS SPOKEN.

- Adirondack (s), New York to Kingston, 22nd November, 19 N, 75 W, by the Ailsa (s), at New York.
- Albert William, Iquique to Falmouth, 20th November, 33 N, 36 W, by the Mercator, of Falmouth.
- Ardmillan, of Glasgow, Antwerp to San Francisco, 6th December, 85 miles SW of the Wolf, by the Triton, tug, at Falmouth.
- Belvidere, for Ensenada, 29th November, 34 N, 16 W.
- Belle of Southesk, of London, 1st December, 47 N, 25 W.
- Belle of Southesk.—The reported speaking was erroneous.
- Croatia (s), outward-bound, 30th November, 44 N, 17 W; by the Burnley (s), in the river Thames.
- Ceres, bound south, 18th November, 8 N, 27 W.
- Cabul, ship, of Liverpool, Calcutta to Liverpool, 7th December, about 170 miles SW of Scilly, by the Huntingdon (s), off Portland.
- Charles Dennis, bound south, 26th October, 8 S, 91 E, by the Celestial Empire, at Calcutta.
- Delta, of Swansea, 3rd December, 49 N, 15 W; by the Harrogate (s), at Plymouth.
- Dunrobin Castle (s), Cape Town to London, no date, 32 S, 16 E, steering north, by the Norham Castle (s), at Plymouth.
- Domingo, for Rangoon, 9th November, 10 N, 96 E, by the Calliope, at Calcutta.
- Dunrobin Castle (s), Cape Town to London, 21st November, 32 S, 16 E, by the Norham Castle (s), at Plymouth.
- Elise Marie (s), bound east, 7th December, 50 N, 9 W; by the Eider (s), at Southampton.
- E.J. Spicer, British ship, New York to Colombo, 20th November, 37 N, 54 W; by the Neustria (s), at New York.
- E. Sutton, British barque, St. John (NB) to Buenos Ayres, 22nd November, on west edge of Brown's Bank.
- Edward May, barque, New York to Callao, 31st October, 5 N, 47 W, all well.
- Evelina, London to River Plate, all well, 18th November, 8 N, 27 W.
- Eskasoni, English ship, steering south, 14th November, 10 N, 26 W.
- Earl Burgess, Boston to Buenos Ayres, 1st October, 26 S, 31 W, by the Rhone, at Cape Town.
- Golden Gate, English barque, steering south, 30th October, 4 N, 26 W.
- Himalaya, 5th October, 24 S, 33 W.
- India, Boston to San Francisco, 29th September, 5 N, 30 W, by the Elizabeth, at Cape Town.
- KRTJ, British, bound north, 17th November, 3 N, 29 W.
- Kaisow, for Bahia Blanca, 19th November, 11 N, 27 W; reported by telegram from Liverpool.
- Koh-i-noor, English schooner, steering north, 21st November, 4 N, 29 W.
- Krone, Mozambique to Falmouth, 8th October, 29 S, 11 E, by the Urvoti, at Queenstown.
- Lucipara, of Glasgow (JTG), steering south, 24th October, 3 S, 29 W; by the Adele, Pundt, at Falmouth.
- Laura Emily, barque, of Maitland (NS), steering south, 28th November, 4 N, 27 W.
- Lillian, barquentine, of Windsor (NS), for Portland (Me.), 18th November, 39 N, 69 W, by the Sir William Armstrong (s), M'Kenzie, in the Weser.
- Loch Shiel, English ship, Rio Janeiro to Glasgow, 22nd November, 8 N, 28 W.
- Leda, English ship, steering south, 23rd November, 12 N, 26 W, by the Tijuca (s), at Hamburg. The Golden Gate was spoken on the steamer's outward voyage.
- Lero (s), of Sunderland, 4th December, 49 N, 42 W.
- Morna, ship, for Bangkok, 28th November, 16 S, 29 W.
- Mandara, three-masted schooner, for Rio Janeiro, 29 days out, all well, 16th November, 23 N, 34 W; by the Hartfield, at Queenstown.
- Manhattan, British steamer, 3rd December, 47 N, 53 W.
- Meridien, New York to Réunion, 12th October, 22 S, 29 W, by the Cardiff, at Cape Town.
- Napier, for Callao, 13th November, 12 S, 34 W.
- Noel, English barque, steering south, 10th November, 3 S, 32 W.
- Oriental, for Rio Grande, 30th November, 39 N, 14 W; reported from Liverpool.
- Osca, schooner, of Malta, Mostaganem to Beyrouth, becalmed, short of provisions, supplied her, and gave her course to steer for Crete, 5th November, 35 N, 20 E, by the Nerissa, at Alexandria.
- Prince Charlie, has been erroneously reported as spoken.
- Para (s), bound east, all well, 1st December, 45 N, 51 W.
- Pass of Balmaha, British, bound north, 16th November, 18, 31 W.
- Papa, barque, Henne, of and for Hamburg, 29th November, of Texel; by the Etna (s), Pape, at Hamburg.
- Portia, of London, 19th November, 40 N, 23 W; by the Reigate, of Swansea, in the Downs.
- Pannure, ship, London to Melbourne, 27th October, 2 S, 22 W.
- Rydalmere, for United Kingdom, 19th November, 7 N, 29 W.
- Russia (s), bound west, 7th December, 50 N, 13 W.
- Revolving Light, British ship, New York to Batavia, 8th November, 23 N, 47 W; reported at New York.
- Speranza, steam-yacht, steering SW, 8th December, by the Peshawar (s), at Plymouth.
- Solgran, Cadiz to Rio Grande, all well, 25th November, 37 N, 15 W; by the Paraguay (s), at Havre.
- Sir Henry Lawrence, ship, of Liverpool, bound up Channel, 9th December, off the Needles, by the Oceana, steam-tug, at Yarmouth (I W).
- Trave (s), Southampton to New York, 6th December, 50 N, 10 W; by Hammonia (s), at Southampton.
- Trusty, British brig, Bristol to Newfoundland, 19th November, 57 N, 25 W, by the Nevada (s), at New York.
- Urvoti, British barque, Mauritius to Cork, 28th September, 35 S, 23 E, all well.
- W. F. Babcock, 18th October, 12 S, 35 W.

**SHIPMASTER'S AND OFFICERS' UNION.**—The rules of the above Union have been duly registered, with a certificate attached thereto. The Union has no connection with the one of which Captain Laurence is the secretary and A. R. Abbott the London agent.

**A SECOND ENGINEER FINED.**—At the Newcastle Police Court, John Ellerington, second engineer of the s.s. *Bothal*, has been summoned on a charge of assaulting Edmund Forster, of the same vessel, at Elba, on 13th November last. Mr. Jacks, of South Shields, prosecuted on behalf of the Sailors' Union. Mr. Jacks said the defendant was a second engineer, and the complainant a fireman on board the s.s. *Bothal*. On 13th November last the vessel was at Elba, and complainant and other firemen were ordered by the third engineer to go down into the engine room. The defendant then came down and without any reason went up to the defendant, who happened to be nearest to him, and seized him by the neck, struck him, and then invited him into the stokehole to fight with him. The prosecutor had to complain to the captain at last. Edmund Forster said he was a fireman on board the s.s. *Bothal*, and the defendant was second engineer on board the same vessel. The vessel arrived at Elba on the 13th of November last, about ten or eleven o'clock in the morning. The third engineer came forward and ordered them below, and they went below. Witness was standing nearest the ladder when the defendant came down and, seizing him by the throat, swore at him and struck him on the chest. Witness said "That will do; I want nothing to do with you." Defendant pushed him about, and invited him into the stokehole to fight. Witness told him he would complain to the captain, but the defendant said he did not care for the captain. Witness went to the captain at last, who said he would see about it, but witness had to threaten that he would see the British Consul.—James Welsh and Edward Campbell, both firemen on board the *Bothal*, gave corroborative evidence.—The defendant called Daniel Stobbs, third engineer, who said that when the defendant entered the engine room, Forster was sitting down, and that Ellerington simply lifted him off the seat. He did not strike him.—Ald. Milvain: And all these men are telling lies.—Witness: They are. He only pushed him.—A fine of 10s. and costs was inflicted.

**THE Bureau Veritas** has just published the list of maritime disasters reported during the month of October concerning all flags. The following statistical returns are given:—Sailing vessels reported lost: 19 American, 23 British, 2 Chilean, 3 Danish, 3 Dutch, 7 French, 10 German, 1 Greek, 7 Italian, 1 Mexican, 19 Norwegian, 3 Russian, 2 Spanish, 2 Swedish—total 107. This number includes 4 vessels reported missing. Steamers reported lost: 4 American, 14 British, 1 Danish, 1 French, 4 German, 1 Spanish—total 25. Causes of losses: Sailing vessels: Stranding, 61; collision, 6; fire, 3; founded, 15; abandoned, 13; condemned, 5; missing, 4—total, 107. Steamers: Stranding, 12; collision, 5; fire, 1; founded, 5; abandoned, 2—total, 25.

## HO &amp; EWARD BOUND SHIPS.

The following ships have been reported as home-  
ward bound since our last list appeared:—

Alexander Gibson left San Francisco 4th Sept—for  
Liverpool

Anaurus cld at San Francisco 23rd Nov—for Liverpool

Albany a left Monte Video 3rd Dec—for Liverpool

Amazonense a left Para 3rd Dec via Lisbon and Havre  
—for Liverpool

Adriatic a left New York 4th Dec—for Liverpool

Ashbrooke a left Galveston 23rd Nov—for Liverpool

Andean a left New Orleans 28th Nov—for Liverpool

Alaska a left New York 10th Dec—for Liverpool

Armenia a left Bombay 8th Dec—for Liverpool

America, Adams, left Port Augusta 18th Oct—for London

Alert, Kroger, left Wilmington, NC, 19th Nov—for London

Atlantic, Schlotman, cleared at Wilmington 16th Nov  
—for London

Avenger, Fergusen, cleared at Melbourne 15th Oct  
—for London

Agamemnon a left Singapore 2nd Dec—for London

Abernyte a left Madagascar 28th Oct—for London

Asia a left Calcutta 6th Dec—for London

Anchises a left Penang 7th Dec—for London

Anglesea left Lobos 30th Sept—for Queenstown

Aline, Glass, left Samarang 27th Oct—for Falmouth

Ayrshire left Chittagong 20th Nov—for Dundee

Acides a left Baltimore 30th Nov—for Glasgow

Aconagua, Kerr, left Charleston 7th Dec—for Glasgow

Antilles, left Iquique 22nd Oct—for Channel

Antares left Iquique 30th Nov—for Channel

Alexandra, Pierce, left Chittagong 25th Oct—for U K

Aradu, Mendorh, left Kingston, Ja, 12th Aug—for  
F'wood

Atlas left New York 15th Dec—for Limerick

Aller a left New York 5th Dec—for Southampton

Bernard Hall a left New Orleans 22nd Nov—for Liverpool

Bacon, Douglas a left Norfolk 2nd Dec—for Liverpool

Bencroy a cld at Mobile 26th Nov—for Liverpool

Birchfield a left Newport News 8th Dec—for Liverpool

Balmoral Castle a, left Wellington 20th Oct—for London

Bothwell, Melmore, left Calcutta 22nd Oct—for London

Beltana, Bright, left Port Augusta 28th Nov—for London

Bryn Glas a left Table Bay 9th Nov—for London

Benjamin F Packard left San Francisco 23rd Nov  
—for Queenstown

Brilliant left Iquique 15th Oct—for Falmouth

Boreas left Charleston 24th Nov—for Glasgow

Birker, Lightbody, left Iquique 30th Nov—for U K

Bowmore a left Baltimore 8th Dec—for Belfast

Bertie cld at Salt River 17th Oct—for Goole

Betsy left Port Noloth 26th Nov—for Swansea

Cuvier a left Monte Video 24th Nov—for Liverpool

Cearense a left Ceara 28th Nov—for Liverpool

Californian a left New Orleans 1st Dec—for Liverpool

Clement a left Ceara 2nd Dec—for Liverpool

Candace cld at Galveston 19th Nov—for Liverpool

Cufic a left New York 4th Dec—for Liverpool

Cadiz a cld at New Orleans 25th Nov—for Liverpool

Carolina a left Port Eads 24th Nov—for Liverpool

City of Chicago a left New York 4th Dec—for Liverpool

Catalonia a left Boston 7th Dec—for Liverpool

Cyrene a left New Orleans 8th Dec—for Liverpool

Clan Grant a left Colombo 5th Dec—for London

City of Oxford a left Perim 9th Dec—for London

Colwyn, Robertson, left Newcastle NSW 11th Oct  
—for London

Clan Cameron a left Galle 5th Dec—for London

Chusan a left Colombo 3rd Dec—for London

Coromandel a left Bombay 7th Dec—for London

Cordelia left Galveston 20th Nov—for London

City of Cambridge a left Calcutta 9th Dec—for London

Clan Ferguson, Michel, left Pisagua 5th Dec—for  
Queenstown

Cash, C. W., cld at Demerara 19th Nov—for  
Queenstown

Crystal a left New York 1st Dec—for Leith

Count of Dumfries, Cameron, left Calcutta 12th Nov  
—for Dundee

Camperdown left Calcutta 4th Dec—for Dundee

County of Selkirk, Stewart, left Calcutta 10th Oct  
—for Dundee

Circassia a left New York 7th Dec—for Glasgow

Constance, Clasen, left Pisagua 10th Sept—for  
Channel

Casma, cld at Iquique 6th Sept—for U K

Cambrian Queen left Portland, O, 2nd Dec—for U K

Craigton a left New Orleans 6th Dec—for Avonmouth

Competitor, Rosenbaum, left New York 20th Nov  
—for Plymouth

Circassia cld at Savannah 28th Nov—for Hull

Drumbrillie a cld at Savannah prior to 7th Dec—for  
Liverpool

Dabulamanzi a left Madeira 6th Dec—for London

Dharwar, Hepgraves, left Townsville 3rd Dec—for  
London

Dolphin cld at Wilmington, NC, 26th Nov—for London

Dunbar Castle a left Cape Town 7th Dec—for London

Dumbartonshire left Puget Sound 10th Nov—for U K

Dunolly left Pisagua 2nd Dec—for U K

Diana cld at Milk River, Ja, 2nd Nov—for Alloa

Eiton a left Malta 2nd Dec—for Liverpool

Egypt a left New York 29th Nov—for Liverpool

Ethelburga a left Newport News 1st Dec—for Liverpool

Explorer a left Port Eads 24th Nov—for Liverpool

Essex a left Norfolk 1st Dec—for Liverpool

Etruria a left New York 7th Dec—for Liverpool

Eugene, Björne, left Cnathan, NB, 1st Nov—for London

Euterpe, Krause, left Calcutta 25th Oct—for Dundee

Ethela, Piper, left Frey Bentos 15th Oct—for Channel

Electricite a left Sydney, CB, 3rd Dec—for Avonmouth

Edwin a left Baltimore 25th Nov—for Cork  
Elizabeth Ostie, Rennie, left Crrizal Bajo 27th Aug  
—for Fleetwood

Euphrates, Cameron, left San Francisco 28th Nov—for  
Fleetwood

Francisco a cld at New Orleans prior to 7th Dec—for  
Liverpool

Franco a left New York 6th Dec—for London

Furnessia a left New York 5th Dec—for Clyde

Guy Manning a left Norfolk, Va, 28th Nov—for Lvp

G W Wolff left San Francisco 23rd Nov—for Liverpool

Glen Tanar a left Charleston 24th Nov—for Liverpool

Gulf of Akaba a left Coronel, 19th Nov—for Liverpool

Gaboon a left Sierra Leone 9th Dec—for Liverpool

Golden Horn a cld at Wilmington prior to 7th Dec  
—for Liverpool

Gallego a left New Orleans 10th Dec—for Liverpool

Godalming a left Norfolk, Va, 27th Nov—for London

Glenlyon, Gale, left Colombo 28th Nov—for London

Gulf of Marataba left Adelaide 5th Dec—for London

Garth Castle a left Cape Town 4th Dec—for London

Gulf of Venice a left Melbourne 5th Dec—for London

Ghazee a left Suez 8th Dec—for London

Gowburn, Gerhardt, left Calcutta 30th Oct—for  
Dundee

Glencoe, Jones, at Stanley, Fl, prior to 16th Nov  
—for Channel

Glasgow left Pisagua 24th Nov—for Channel

Glenfarg, Simpson, left Pisagua 26th Nov—for U K

Glenovey left Iquique 9th Sept—for U K

Glenroy, Kerr, left Charleston 13th Nov—for U K

Gleniffer, Farrin, left Astoria 28th Nov—for U K

Gwendoline, Couch, cld at Demerara 8th Nov—for  
Bristol

Good Intent cld at Salt River, Ja, 8th Nov—for  
Bowing

Harold left Mobile 22nd Nov—for Liverpool

Humboldt a left Rio Janeiro 5th Dec—for Liverpool

Hesperides a left New York 7th Dec—for Liverpool

Hawko a left Port Augusta 21st Nov for London

Highbald a left Suez 3rd Dec—for London

Hubbuck a left Melbourne 2nd Dec—for London

Haytor a left Demerara 7th Nov—for London

Hawthurst a left Newport News 6th Dec—for U K

Helensburgh left San Francisco 6th Dec—for Falmouth

Hindoo a left New York 30th Nov—for Hull

Hiawatha cld at Newcastle, N B, 16th Nov—for  
London

Hondonderry

Inchborova a left Newport News 25th Nov—for Liverpool

India a left Aden 8th Dec—for London

Inperieuse, Brian, left Laguna de Terminos 28th Oct  
—for Falmouth

Italia, Drago, left Rangoon 25th Oct—for Channel

John Elder a left Monte Video 6th Dec—for Liverpool

Jan Smith left Trinidad 8th Nov—for London

Kirklands a left Manilla 28th Nov—for Liverpool

Kennett's left Norfolk, Va, 3rd Dec—for Liverpool

Kinkora left San Francisco 14th Oct—for London

Kaikoura a left Wellington 28th Nov—for London

Krone, Nyman, spoken 15th Oct, 9 S, 2 W—for Falmouth

Kooringa left Astoria 29th Nov—for U K

Katharine left Pisagua 28th Nov—for Channel

Kate Maguire, Temple, left Barbadoes 1st Nov—for  
Cardiff

Kardiff

Kindra, Freese, left San Francisco 25th Nov—for  
London

Lake Superior's left Boston 5th Dec—for Liverpool

Leny a left New Orleans 8th Dec—for Liverpool

Livingstone left Puerto Plata 22nd Nov—for Falmouth

Louise, Oldefar, left Mazatlan 1st Oct—for Falmouth

Lorenzo left Mobile 18th Nov—for Dundee

Lancaster Castle, Scarbro, left San Francisco 8th  
Dec—for Channel

Marlborough Hill, Lang, left Puget Sound 7th Dec  
—for Liverpool

Monmouthshire a left Hiogo 2nd Dec—for London

Mermerus, Coles, left Melbourne 7th Dec—for London

Melbourne's left Colombo 8th Dec—for London

Moel Tryfan, Williams, cld at San Francisco 19th  
Nov—for Queenstown

Mennock, Chalmers, left Iquique 31st Oct—for Falmouth

Michael Hutchinson, Murgatroyd, left Iquique 1st  
Oct—for Falmouth

Mary Clasen, Evans, left Laguna de Terminos—for  
Falmouth

Maria and Kathie cld at Savannah 26th Nov—for  
Glasgow

Marica a left Baltimore 1st Dec—for Leith

Marpesia, Thomson, left Pisagua 27th Sept—for  
Channel

Maedwyn left Pisagua 26th Nov—for Channel

Maria left Monte Video 25th Oct—for Channel

Morecambe Bay left San Francisco 29th Nov—for  
Channel

Mercury left Lobos 2nd Sept—for U K

Milton Park, Campbell, left Portland 5th Dec—for U K

Meda, Bevan, left Galveston 7th Dec—for Gloucester

Maori left Quebec 19th Oct—for London

Niger a left Sierra Leone 5th Dec—for Liverpool

Navigation's left Newport News 26th Nov—for Liverpool

Nairnshire, Lowie, left Port Chalmers 2nd Dec—for  
London

Nith's left Galveston 28th Nov—for U K

Ormuz's left Colombo 9th Dec—for London

Orari, Miller, left Napier 2nd Dec—for London

Oriana left Adelaide 4th Dec—for London

Oceania's left Aden 4th Dec—for London

Otto, Aden, cld at Maracaibo 8th Aug—for Channel

Orient, Kuhl, left San Francisco 23rd Nov—for Channel

Oaklands, Stuger, left Portland, O, 7th Dec—for U K

Plato's left New York 28th Nov—for Liverpool

Producet, left Savannah 23rd Nov—for Liverpool

Ponca's left Norfolk 26th Nov—for Liverpool

Palestine's left Boston 7th Dec—for Liverpool

Pocahontas's left West Point prior to 7th Dec—for  
Liverpool

Professor's cld at New Orleans prior to 7th Dec  
—for Liverpool

Principia's cld at West Point prior to 8th Dec  
—for Liverpool

Pundus's left Cooktown 5th Dec—for London

Port Pirie's left Adelaide 28th Nov—for London

Pembrokeshire's left Hiogo 23rd Nov—for London

Port Carlisle, McIntyre, left Pisagua 23rd Oct—for  
London

Parknook's left Lobos 20th Oct—for U K

Pacific's left Port Noloth 26th Nov—for Swansea

Port Adelaide's left Portland, O, 4th Dec—for Westport

Roman's left Boston 3rd Dec—for Liverpool

Return's cld at Rio Grande 6th Nov—for Liverpool

Rufford Hall's left Kurrachee 7th Dec—for Liverpool

Balston's left Wellington 7th Oct—for London

Rome's left King George's Sound 6th Dec—for Falmouth

Royal George's left Iquique 28th Oct—for Falmouth

R.A. Calderon's left Iquique 22nd Nov—for U K

Ranavola's left Savannah-la-Mar 30th Nov—for Goole

Robert Hine's cld at Belize 18th Nov—for Hull

Rela's left Galveston 7th Dec—for Lynn

Suffolk's left Norfolk, Va, 30th Nov—for Liverpool

St Regulus's left New York 6th Dec—for Liverpool

Sarnia's left Halifax 7th Dec—for Liverpool

St Marnock's left Perim 8th Dec—for Liverpool

Stanmore's cld at Newport News prior to 7th Dec  
—for Liverpool

Star of Russia, Legg, left Cape l'Agulhas 16th Nov  
—for London

Stentor's left Suez 4th Dec—for London

Scottish Wizard's left Brisbane 25th Nov—for London

Salamis, Phillips, cld at Melbourne 18th Oct—for  
London

Scandinavian's left Boston

**ILLEGAL PILOTAGE.** — At Falmouth on 9th December, before the borough magistrates, Richard Benny, of Truro, was charged by Jasper Harold Fittock, a licensed Trinity pilot, with unlawfully taking charge of the screw steamer *Glendale*, of West Hartlepool, he not being a qualified or licensed pilot. — Mr. Fittock said he hailed the *Glendale* as she was making for Falmouth Harbour, but the captain would not listen. After she entered the harbour complainant heard defendant give an order to the captain about berthing the steamer. Complainant told the captain that he was a Trinity pilot, and asked him why he did not take him on board. His reply was, "I did not want one." The defendant denied taking charge of the vessel whilst she was in Falmouth waters. He always assisted the Falmouth pilots. He was a river pilot. On this occasion he had received instructions from the broker to look out for the *Glendale* and take her to Malpas. He told the captain he ought to have taken a pilot. The captain said he was from the Baltic, and was bound to Malpas. He was fined 5s. and costs.

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